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Official WLTP fuel consumption figures for the Audi S line Range in mpg (l/100km) from: Combined 30.4 (9.3) – 55.4 (5.1).
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NEDC equivalent CO_2 emissions: 170 – 114g/km. Figures shown are for comparability purposes; only compare fuel consumption and CO_2 figures with other vehicles tested in weather, driving styles and vehicle load. There is a new test used for fuel consumption and CO_2 figures (known as WLTP). The CO_2 figures shown however, are based on a calculation designed to be at 03 December 2019. Figures quoted are for a range of configurations and are subject to change due to ongoing approvals/changes. Please consult your Audi Centre for further information. Figures Image for illustrative purposes only.

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THE i3

Fuel economy and CO_2 results for the BMW i3 range 120 Ah mpg (l/100 km): N/A. CO_2 emissions: 0 g/km. Electric range: 188 miles. Electric energy consumption per 62 miles/100 km (weighted combined): 16.5 – 15.5 kWh. Figures are for comparison purposes and may not reflect real life driving results which depend on a number of factors including the starting charge of the battery, accessories fitted (post registration), variations in weather, driving styles and vehicle load. They were obtained after the battery had been fully charged. The BMW i3 range are battery electric vehicles that require mains electricity for charging. All figures were determined according to a new test (WLTP). Only compare fuel consumption, CO_2 and electric range figures with other cars tested to the same technical procedure. Model shown: BMW i3.

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COMMENT

LATEST LEON OPENS A NEW CHAPTER IN THE SEAT SUCCESS STORY

SINCE THE 2013 launch of the last Leon, Seat has been one of the industry's most impressive success stories. It has a happy knack of making the right car in the right segment at the right time, and finding buyers for them in increasing numbers.

Pre-2013, it was a very different story. In 2010, Seat's then boss, James Muir, said the company was facing a fight for its very survival and a five-year turnaround plan gearing up for the launch of the Leon simply had to work as "the last attempt for Seat as a brand".

"If one would want to get rid of Seat, one would have to give the other party money to take it" was Muir's frank assessment. Yet the plan worked. Last year, Seat sold 574,100 cars, almost 250,000 more than in 2009.

Following the new Leon (p8) will be more on-trend models, with plug-in hybrids and electric cars among them, and also a greater focus on driving dynamics, as seen by the benchmarking of the ride and handling of even the entry-level versions of the new Leon against hot hatches such as the Volkswagen Golf GTI and Ford Focus ST.

If Seat's next era delivers as emphatically as the one just ending now, then the VW-owned brand could become a problem child of a very different kind for its parent.

Mark Tisshaw Editor
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EXCLUSIVE PICTURES

Major tech gains and hybrid power for all-new Seat Leon

Mk4 Leon offers more rear space, new infotainment and electrified petrol engines

Seat has brought its Leon model into the 2020s with an all-new generation, promising greater efficiency, a new technological standard and a greater emphasis on design than ever before. It's also the first Seat to come with both mild-hybrid and plug-in hybrid powertrain options.

Unveiled for the first time in both hatchback and estate forms, the new Leon will make its public debut at the Geneva motor show in March. It will be joined there by the new Cupra Leon performance model, itself available in both petrol and plug-in hybrid guises. First examples of the Ford Focus rival will arrive in UK dealerships the same month.

The fourth-generation Leon continues a lineage that has accumulated more than two million global sales since its beginning in 1999. It's the latest of the Volkswagen Group's new MQB-based C-segment models to be revealed, after the Mk8 Volkswagen Golf and the Mk4 Skoda Octavia.

Pitched as the sportiest and most 'emotional' of the trio, the new Leon has what appears to be an evolutionary design at first. However, every body panel and exterior component is actually different from its predecessor.

Seat's head of exterior design, Joaquín García, told Autocar: "The new car is founded on a very strong base: the current Leon. Since then, we've had the Ateca, Ibiza and Tarraco, all evolving Seat's design language further. Now the Leon arrives to culminate that. It has a certain DNA of its predecessors."

The front end brings forward the look seen on the Tarraco SUV, with revised proportions over the old Leon including a curvier front profile and a more upright windscreen that sits closer to the driver. This was done, García claims, to create more of a "cockpit" feel and reduce the impact on forward visibility of the A-pillars.

The side view features the same three styling lines as the old car, albeit positioned differently, kept because the design "doesn't need more complexity". The kink in the window line is also retained.

> The Leon plug-in hybrid will make 201bhp and has a claimed 38-mile electric-only range

FR models get sportier styling, including twin tail-pipes

Mirroring VW, Seat has removed many physical buttons

The Leon's 'expressive' new signature-style badge will be copied on other models as they're updated, said Seat's head of exterior design.

Leon has been stretched to 4368mm but retains a familiar side profile

It's at the rear where the changes are most visible, however, thanks to a more expressive tailgate shape that's joined by what Seat calls a 'coast-to-coast' full-width LED tail-light. Said to increase the Leon's visual width, it also integrates the central brake light to replace the usual unit mounted high in the rear window. Further details on top-spec cars include scrolling indicators and an Audi-style animated lighting display when the car is unlocked.

Size-wise, the new Leon is 17mm wider and just 3mm lower than the old car, but a significant 86mm has been added to its length, with 50mm of that in the wheelbase. Chassis development chief Marcus Keith claims this has all gone into rear leg room (a claim this 6ft 3in reporter can substantiate). Along with features such as three-zone climate control and a pair of USB-C ports in the rear, this is aimed at making the Leon's rear quarters a lot more accommodating.

The new Leon Estate is 93mm longer than its predecessor but has the same wheelbase extension. While boot capacity is unchanged in the hatchback ("Our customers were fine with that," says Keith), the wagon has gained 30 litres, taking it up to a Ford Focus Estate-beating 617 litres.

The interior innovations are most profound in the front, though. Much influence has been taken from the new Golf, most notably in the infotainment system. On SE Dynamic trim and above, the Leon features a 10.0in touchscreen, while the climate functions are integrated via a dedicated portion of the display and separate touch-sensitive 'sliders'. This set-up is complemented by a 10.25in configurable digital instrument display (cheaper variants retain conventional analogue dials).

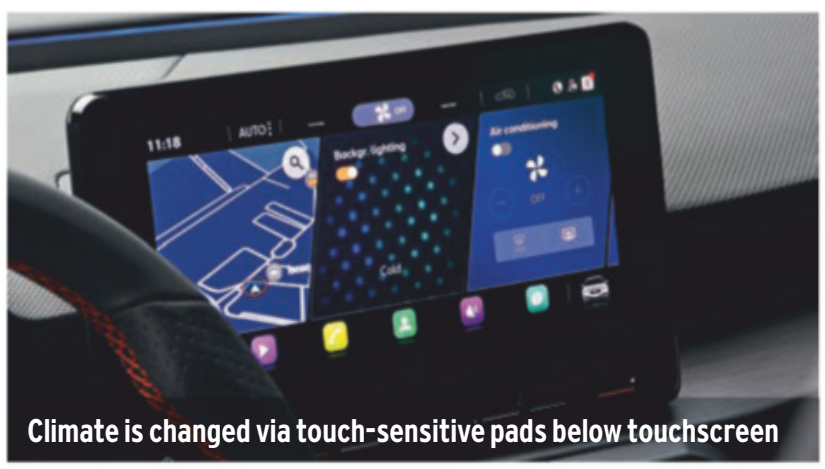
As with the Golf and Octavia, the new infotainment system introduces features such as natural speech recognition, gesture control, real-time information via an embedded SIM card and an overhauled sat-nav system. The Leon is also ready for Car2X connectivity, which enables drivers to receive a warning of hazards ahead from other cars.

Further useful technology that's new to the Leon includes USB-free Apple CarPlay, wireless smartphone charging and the new Seat Connect app, which provides remote access to driving data, can lock and unlock the doors, sends an alert if the car has been stolen and can sound the horn. On plug-in hybrid models, it also allows you to manage the charging →

OFFICIAL PICTURES

Estate is 93mm longer and has gained an extra 30 litres of boot space

Leon will offer a digital instrument display on all but base models



Climate is changed via touch-sensitive pads below touchscreen

← process and condition the interior before you set off.

Like its MQB siblings, the Leon has a shift-by-wire gear selector for its automatic gearbox, freeing up space on the centre console. The most interesting new feature inside, though, is a lighting strip that spans the dashboard and both front doors. Complementing the LED ambient lighting, it also changes colour in accordance with features such as blindspot monitoring. As expected, the suite of active safety systems is enhanced to include predictive adaptive cruise control, traffic sign recognition and more advanced emergency lane-keeping assistance.

Unsurprisingly, the Leon's engine range mirrors those of the Golf and Octavia. Four turbocharged petrols (two with the option of 48V mild-hybrid technology) and two diesels will be offered, alongside a petrol-electric plug-in hybrid.

The petrol range begins with a 1.0-litre three-cylinder unit that produces 109bhp. It comes with a six-speed manual gearbox or, in mild-hybrid form, a DSG dual-clutch automatic. A 1.5-litre four-cylinder motor is available in 129bhp and 148bhp forms, with the latter offered as a DSG-equipped mild hybrid. The 187bhp 2.0-litre comes with a seven-speed DSG only.

Meanwhile, a 2.0-litre diesel four-pot is offered in two states of tune: 114bhp (manual only) and 148bhp (manual or DSG).

But it's the Leon eHybrid that's the biggest story. This mates a 1.4-litre turbo petrol engine with an electric motor, a 13kWh battery pack and a six-speed DSG. Making 201bhp (no torque figures are quoted), it's claimed to have a 38-mile electric-only range, with a full charge taking just over three hours from an AC charger. This powertrain will be available in both the hatchback and estate.

The Leon will be offered in six trim levels, each with equipment upgrades over its predecessor. Prices are expected to start from around £20,000 – about the same as the equivalent Octavia.

LAWRENCE ALLAN

Q&A MARCUS KEITH, HEAD OF WHITE VEHICLE DEVELOPMENT AND CHASSIS, SEAT

Which cars did you benchmark as the dynamic target for the new Leon?

In regards to the chassis, we were benchmarking a sporty Ford [the Focus ST] and a sporty Hyundai [the i30 N] even for the standard Leon models. We don't see them as competition, but also the Volkswagen Golf and Golf R and the Audi A3 and S3.

Does this mean the Leon will feel firmer and sportier than the Golf?

Absolutely: a sporty feeling is paramount. The behaviour of a Seat isn't supposed to be

comfortable, but still in among the sportiness we've made a very comfortable car. The FR model is 15mm lower and has adaptive dampers; if you want, you can take the needle from Comfort over to Sport.

What challenges were brought by engineering the plug-in hybrid?

Hybrid was a new area for us. We wanted the mild hybrids to offer behaviour you can feel as they regenerate and assist. In the plug-in hybrid, there was a big undertaking on tuning the behaviour of the car. Compared with the Golf GTE, we changed a couple of things in the DCC [Dynamic Chassis Control] to make it stiffer. Then we calibrated the powertrain differently at places like the Nürburgring.

Why no 12V mild hybrid and why does the 48V system come with only a DSG 'box?

The 12V system won't make it into the Leon. There's so much current that you need so many cables in the car, and it doesn't bring enough benefit. To do a manual is more time-consuming, because you need to take into account the gearchanges of the customers. The product team said no, because we're selling quite a lot of automatics now.

Have you made efficiency improvements elsewhere?

Yes: you feel it in all engine combinations. We've improved more than 60% of the variants compared with the old ones. We tried hard to get good CO_2 emissions and good aerodynamics. The old car has [a drag coefficient of] 0.32Cd; this one is 0.29Cd.

Can you tell us more about the Cupra variants?

There will be both plug-in hybrid and straight petrol Cupra Leons. We have an outstanding sporty brand. We're tuning them to be sportier. Just last week, I had the 306bhp engine in the estate and it was just not noisy enough; we talk about exhaust backfire, sportier shifting and more direct steering.

Ford

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*Between £2,000 and £4,250 (inc. VAT) Scrappage Saving available on selected new Ford cars if: (1) you trade in any car or commercial vehicle that was first registered before 1st January 2014; and (2) you contract and register by 31st March 2020. You must have owned the scrappage vehicle for at least 90 days. Eligible retail and small business customers only.

†Finance subject to status. Freepost Ford Credit. Excludes Fiesta Style, Fiesta ST, Focus Style, Focus ST, All-New Kuga, New Puma and Mustang.

New Focus RS will get four-wheel drive and should approach 400bhp

AUTOCAR IMAGE

Hybrid lifeline for Focus RS

Engineers are battling to make a new Focus RS possible after a switch to full-hybrid

The future of a new Focus RS hinges on its engineers creating a high-output, full-hybrid powertrain that fits in with the new EU regime for average fleet CO_2 emissions – a challenge that Ford bosses describe as "waiting for a solution".

A senior Ford executive told Autocar: "We are waiting for our engineering team to come up with a solution on the powertrain and that is not easy given the new fleet CO_2 regulations."

Eighteen months ago, Ford was understood to be looking at a mild-hybrid 48V powertrain. To minimise CO_2 figures, the firm now believes the engine has to be a full hybrid. "The mild hybrid is not enough," said our source.

The challenge of the new fleet average figure – set industry-wide at 95g/km, but varying according to a car company's mix of vehicles and their kerb weights – now means the Focus RS won't be seen in 2020 as rumoured. Instead, it is more likely to be launched in 2022/23.

In order to achieve both high performance and low emissions, Autocar understands that Ford has switched its attention to an RS version of the full-hybrid 2.5-litre petrol unit that will power range-topping models of the new Kuga this year.

In that application, the Atkinson-cycle 2.5-litre four-cylinder engine and motor deliver 222bhp, with drive through a CVT auto and optional four-wheel drive.

All-wheel drive will be vital to harness the Focus RS's required power, which is likely to approach 400bhp. The last Focus RS was all-wheel drive and delivered 345bhp and 376lb ft from a 2.3-litre turbo four but equivalent models from Audi and Mercedes have since hiked outputs to nearer 400bhp and beyond.

To achieve a similar output would require a blend of combustion and electrical power – possibly 300bhp from a turbocharged 2.5-litre engine and 100bhp from the electric motor.

Another engineering issue to be resolved is whether or not the project's goal can be achieved at a sensible cost,

Engaging character of previous Focus RS is expected to remain

Highly tuned version of the Kuga's plug-in hybrid set-up is likely

with a performance-oriented gearbox and four-wheel drive system to deliver the much-loved Drift mode that was programmed into a clever GKN differential – key to the old RS's unique driving characteristics. Integrating that into a hybrid system without escalating project costs would be a challenge.

"The story of all the previous RSs is of the engineers working on the project in their spare time and weekends and coming up with the ideas and concept. On the new one, we're still waiting for the right concept, especially on the powertrain," said the source.

But there is hope that a new Focus RS will at least face a much easier journey to production than the last model, which was squeezed into ex-CEO Alan Mulally's strict 'One Ford' product development straitjacket.

As a result, the Focus RS had to pass every global standard set for a new Ford product, after dozens of hurdles were put in front of its engineering development teams.

In fact, the Focus RS project was close to being cancelled because of these problems, until Ford's then chief engineer Raj Nair stepped in at a product review meeting to guarantee personally that the RS project could be successfully delivered on budget.

Since Mulally retired in 2014, Ford has stripped away the global red tape, allowing Ford Europe to develop market-specific models – such as the just-launched Puma crossover, which earlier this month was crowned What Car? Car of the Year, the first Ford to win the accolade since the Fiesta in 2009.

There is hope that this process, introduced by Ford chairman and former Ford Europe boss Jim Farley, will make it easier to clear the obstacles to a new RS.

Another hurdle will be finding the engineering resources while Ford's product development teams are working flat out on a huge electrification drive.

Around £8 billion is being pumped into a global offensive to deliver 40 new battery-electric, mild-hybrid and plug-in hybrid models by 2022.

JULIAN RENDELL

Citroën readies Ford Puma rival

CITROEN WILL REPLACE the axed C4 and ageing C4 Cactus with an all-new crossover – and the first spy shots of the new model have emerged.

The newly developed model is tipped to make its debut in the latter part of 2020 before going on sale at the start of next year. It will sit on the PSA Group's CMP architecture, allowing it to be the first model in its class to come with petrol, diesel and battery-electric powertrain options, as confirmed by former Citroën CEO Linda Jackson last year.

The spy shots offer a first look at the new car, which moves towards the fashionable SUV-coupé bodystyle, with a distinctly sloping roofline and raised tailgate. However, clear Citroën design cues remain in the styling of the front end – particularly in the low-mounted headlight design – and a clamshell bonnet also features.

The use of the CMP platform means the new Citroën crossover is expected to come with powertrains available in the CMP-based 2008 of sibling brand Peugeot. So the line-up is likely to feature a range of 1.2-litre three-cylinder petrol engines and 1.5-litre four-cylinder diesels, alongside a fully electric powertrain. Stickers on the photographed test car appear to confirm that it has an electric powertrain.

In the e-2008, the set-up uses a 136bhp, 192lb ft electric motor mated to a 50kWh battery for a WLTP range of 192 miles. It also supports 100kW rapid charging.

Citroën has committed that, from this year on, it will only launch new models with either fully electric or plug-in hybrid variants.

Test car is an EV but petrols and diesels are also planned

Details of hot new Golfs leaked

A LEAKED IMAGE showing the rear of the new Volkswagen Golf GTI has emerged and was quickly followed by a brand slide appearing to confirm the output of four hot new Golfs due this year.

Set to make its official debut at the Geneva motor show in March, the Golf GTI (which follows on from the recently revealed GTE plug-in hybrid) will be joined by a high-performance TCR variant, a new diesel GTD and a range-topping R. The Golf R is expected to be unveiled at the Goodwood Festival of Speed this summer.

The slide confirms the GTI's previously reported output of 241bhp and shows a new TCR variant with an output of 296bhp. The diesel GTD has power upped to 197bhp and the flagship R appears to put out 329bhp – a 33bhp increase on the outgoing model.

Leaks include new GTI pic (above) and outputs of five hot Golfs

Two electric motors will make the new ID SUV four-wheel drive

> “A unique glasshouse treatment makes the C-pillar appear translucent”

AUTOCAR IMAGE

Rugged 4x4 ID tipped for 2023

Electric VW SUV will have a boxier shape than the ID 4 and greater off-road potential

Volkswagen is on the verge of giving the green light to a new ID-branded SUV to rival the upcoming BMW iX3 and Mercedes-Benz EQB.

The electric-powered SUV is known to officials at Volkswagen's Wolfsburg headquarters in Germany as the Ruggdzz, a working title that draws on the word 'rugged'. The new model forms part of a so-called Icon project to establish what has been described to Autocar as “a line of ID models with the same timeless and classless qualities as the original Beetle”.

Measuring 4600mm long in standard-wheelbase form, the four-wheel-drive SUV has been conceived to complement a number of more conventionally styled ID models, including the similarly sized ID 4 – a production version of the ID Crozz concept – which is set to be unveiled at the New York motor show in April.

Although it is still at a preliminary stage of development, the new ID model is expected to enter production in 2023 as part of a 30-strong SUV line-up planned by Volkswagen by the middle of the decade.

Mercedes' EQB will be a key rival

The Ruggdzz joins a production version of the ID Buzz, due next year, and a yet to be confirmed production version of the ID Buggy (above, right) in an initial three-strong range of Icon models designed under the guise of newly appointed Volkswagen Group design boss Klaus Bischoff.

Those privy to an early styling model of the new Volkswagen SUV say it departs radically from the ID 4, with a distinctly boxy profile. It's said to have a bluff front end with a full-width grille incorporating rectangular headlights, an almost horizontal bonnet, upright windscreen, nearly flat roofline and sheer sides.

The Ruggdzz is also understood to be distinguished from other ID models by a unique glasshouse treatment that makes the C-pillar appear translucent through the application of a glass panel on the outer body.

As well as a standard-wheelbase five-seater, Volkswagen has drawn up plans for an extended-wheelbase, seven-seat version of the Ruggdzz. This is likely to be aimed primarily at the Chinese and North American markets.

Autocar sources indicate that there could be a number of Ruggdzz derivatives, with the most extreme model featuring raised ride height and other off-road-inspired elements such as roof-mounted spotlights.

The basis for the new ID SUV is Volkswagen's versatile MEB (Modularen Elektrik Baukasten, or modular electric toolkit) platform.

Technical details are scarce, although it is thought to use a twin electric motor set-up similar to that of the ID 4 to provide it with four-wheel-drive capabilities, including the ability to transfer drive to individual wheels for added traction in rugged terrain.

As well as providing the basis for the Ruggdzz, a similar MEB set-up is also planned to underpin similarly styled models from Volkswagen sibling brands Seat and Skoda, plus newly formed Chinese marque Jetta.

GREG KABLE

TWINGO TURNS EV – BUT SWERVES UK

Renault's Twingo will gain an electric ZE version this year, but it won't be sold here. The Twingo was withdrawn from the UK last year after slow sales. The Twingo ZE will be joined by a Kadjar-size electric crossover in the next 12 months.

UBER SIGNS UP FOR 2000 NISSAN LEAFS

Nissan will supply 2000 Leafs at £4500 below retail to Uber, which wants its London fleet to be electric-only by 2025. The firm has added a 15p 'Clean Air Fee' to all London trips to help its drivers – of whom there are 45,000 – pay for the cars.

KARMANN NOW IN FRAME FOR ID BUGGY

VW is looking for a specialist firm to build the ID Buggy

Karmann has emerged as one of the favourites to put the open-top Volkswagen ID Buggy into limited production, according to sources close to the German car maker.

Under Volkswagen ownership since 2010, Karmann is described as "a key candidate" to assemble the modern-day beach buggy, which made its world debut at the 2019 Geneva motor show.

The focus on Karmann, which currently produces the Porsche 718 Boxster and Volkswagen T-Roc Cabriolet at its factory in Osnabrück, Germany, follows doubts over the future financial sustainability of e.Go Mobile – the German company originally chosen by Volkswagen to become the first external partner to produce cars based on its MEB electric car platform.

The company behind the e.Go Life electric city car signed a memorandum of understanding with Volkswagen early last year in a deal it said involved a "dedicated vehicle project".

This led to speculation that e.Go Mobile had already been chosen to produce the ID Buggy in volumes of up to 5000 per year. But with mounting financial problems, e.Go Mobile has been forced to seek credit lines to stave off bankruptcy proceedings.

One key element in Volkswagen's proposed partnership with e.Go Mobile was the latter's expertise in plastic body panels and limited-run production.

A source close to the matter said: "Volkswagen's strength is in platforms, driveline, battery architecture, sourcing and marketing. With its experience in plastic body panels and small-scale production, e.Go Mobile brings further key strengths that could make the ID Buggy a success."

Speculation within the German car industry suggests Volkswagen could now buy e.Go Mobile's body panel construction know-how and produce the ID Buggy itself on a dedicated electric car line at Karmann.

ID 4 will precede the new SUV but will be very similar under the skin

Evora refined for everyday use

LOTUS IS LAUNCHING a more refined European version of the Evora 410 that's designed to improve the car's comfort in day-to-day use without harming its high-speed capability.

Called the Evora GT 410, it sits beside the existing, notably more hardcore GT 410 Sport, which itself receives some running improvements. The new model is known internally as 'Phil's spec', because Lotus boss Phil Popham called for its UK launch after trying a quieter, more supple, US-spec Evora.

The new car costs £82,900, a price that includes additions to the usual standard equipment level. Its spec includes air-con, Sparco sports seats, improved door trims, a tailgate with a larger glass area and a reversing camera. The whole package saves buyers around £3000, says Lotus, and is on sale now.

The new variant is intended to offer more refinement through the fitment of all-weather Michelin Pilot Sport 4S tyres. It also has more sound proofing and its damping – as with all Lotus models – has been tuned by the firm's chief attributes engineer, Gavan Kershaw.

"It's still extremely stable and quick," Kershaw said, "but it's quieter on coarse surfaces and it rides ridges better, with smaller impacts. You could say it 'breathes' better on challenging road surfaces."

Evora GT 410 is quieter, softer and better equipped

Future of Suzuki Jimny in doubt

SUZUKI UK HAS responded to media reports that the Jimny will soon be removed from sale in Europe by claiming that it will still be sold in "very limited numbers throughout 2020".

The rugged 4x4, launched in 2018, was reported to be under threat due to its relatively high CO_2 emissions, a factor that Suzuki UK admits would "adversely affect its whole-range CO_2 average in Europe after 2020". The Jimny emits 154g/km of CO_2 in its most efficient form.

Although not officially confirmed, it's suggested the model will be removed from sale in 2021. However, there are also rumours that it could instead become an N1-class commercial vehicle to avoid affecting CO_2 targets. This would involve the removal of the rear seats and a loadbay conversion, among other homologation changes.

Jimny will be sold in 2020 in "very limited numbers" in Europe

AIWAYS READIES £30K EV FOR EUROPE

Chinese start-up Aiways will show the European version of its U5 electric SUV at the Geneva motor show in March. The VW Tiguan-size model will go on sale in mainland Europe in April, priced from about £30,000, with a UK launch expected in 2021.

JLR CUTS JOBS AT HALEWOOD PLANT

Jaguar Land Rover has announced hundreds of redundancies at its factory in Halewood, Merseyside. The site, which produces the Range Rover Evoque and Discovery Sport, is moving from a three-shift to a 'two-plus' shift pattern.

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New Range Rover Sport has Velar-inspired bodywork

New Rangie Sport hits road

Third-gen Range Rover Sport is being readied for a likely 2022 launch

Just weeks after Autocar's scoop of the next-generation Range Rover Sport, revealing spy shots of the new luxury SUV have emerged.

Captured outside Jaguar Land Rover's development facility in Warwickshire, the test model has a more minimal disguise than is usual for a car expected to be up to two years away from launch. Appearing to evolve the existing design formula for the outgoing model, it takes inspiration from the Velar but with more of a square-edged profile and pronounced styling lines.

Interestingly, we've yet to see a production-focused prototype for the new flagship Range Rover, which was originally tipped to go on sale before the Sport.

Expected to be one of Land Rover's biggest profit generators, the third-generation Porsche Cayenne rival is likely to stick closely to the formula of today's car, which is still one of the firm's strongest sellers despite being nearly seven years old.

One reason preventing the new car from going on sale sooner is the massive engineering operation of introducing the new 'three-in-one' MLA hybrid platform, which underpins a number of upcoming models, including a new 'Road Rover' Range Rover crossover and Jaguar's new electric-only XJ saloon.

The 2022 Range Rover Sport will adopt more electrified powertrains and a range of enhanced technology. It will also aim to retain the balance of luxury and dynamic ability for which both previous generations were renowned.

A range of four- and six-cylinder turbocharged petrol and diesel engines will use emission-reducing mild-hybrid technology and a four-cylinder plug-in hybrid will return.

An SVR version, most likely with a BMW-sourced turbo petrol V8, is expected to arrive after the standard model.

LAWRENCE ALLAN

Mercedes SL reveals new 2+2 soft-top look

THE NEXT-GENERATION Mercedes SL has been spotted testing with a near-production body for the first time ahead of its unveiling late this year.

Snapped at a top-secret development facility, the prototype has a Mercedes-AMG GT-style long bonnet and prominent rear haunches but appears longer and wider to allow it to incorporate a pair of occasional rear seats. It also now features a traditional fabric hood.

Pitched as more of a Porsche 911 rival than the outgoing model, the new SL is being developed by AMG alongside a platform-sharing AMG GT replacement. It's set to be offered with a range of hybridised inline six-cylinder and V8 petrol engines.

SL will throw off its disguise this year

HOT GOSSIP: 600BHP-PLUS ALFA GIULIA GTA

Unconfirmed rumours suggest Alfa Romeo will bring back the GTA badge for a higher-performance flagship version of the Giulia Quadrifoglio (pictured), with more than 600bhp mooted. First reported by US site Mopar Insiders, the new performance model could be revealed later this year to coincide with an event marking the brand's 110th anniversary.

CONFIDENTIAL

DAIMLER HAS countered reports suggesting it has been forced to dramatically reduce its production targets for the EQC due to battery supply issues. Denying claims the 2020 target has been halved from 60,000 to 30,000, a spokesperson confirmed a target of 50,000. Mercedes built only about 7000 units of the electric SUV last year, which is thought to be down to battery supplier LG Chem experiencing a cell shortage.

TOYOTA IS OPEN to both dedicated electric cars and pure-electric versions of existing models, depending on the business case for both scenarios. It has introduced hybrid power on a stand-alone model in the Prius, and the same for hydrogen power with the Mirai, so it has form in launching new models for new technology. Toyota has a new electric architecture called eTNGA that it co-developed with compatriot firms Subaru, Daihatsu and Suzuki.

ALTHOUGH AUDI HAS just launched a second-generation A1, there are no plans for BMW to follow suit with a model smaller than the 1 Series, an area it feels it has comfortably covered with its Mini brand. "Mini is fantastic and we need to see that the brands don't overlap," said BMW product boss Peter Henrich.

DESPITE THE STRONG appeal of crossovers, Seat exterior design boss Joaquín García says the firm has no plans to revive the X-Perience branding for a jacked-up variant of the new Leon Estate (p8). Ending production in 2018 after four years on sale, the previous X-Perience was a notably slower seller than its VW Golf Alltrack sibling.

Evoque buyers can ditch leather for eco textiles at no cost

Car makers look to go vegan

Changing public attitudes are pushing the development of animal-free upholstery

Could a vegan steak bake change the car industry? It may sound tenuous, but the phenomenal success of the unlikely offering from Greggs bakery, along with myriad other vegan products that were rolled out by national retail chains for 'Veganuary' this month, demonstrate that catering to the growing demand for animal-free products is big business.

The rise in veganism is driven by a combination of health, environmental and animal welfare concerns. It's not just about eating only plant-derived food but entirely avoiding using animal-based products – such as leather upholstery in cars.

Leather has long been used as a luxury material for vehicle interiors, and it remains a very popular choice. But in the past few years, there has been a major push by premium brands to develop animal-free leather alternatives, with some firms in the process of phasing out leather options completely.

There are growing public calls for manufacturers to offer vegan options, a prime example coming from Britain's six-time Formula 1 world champion, Lewis Hamilton, who recently asked his employer Mercedes-Benz to ditch leather entirely.

Animal-free alternatives to leather aren't a new concept. For example, Mercedes has employed a synthetic leather called Artico since 2003, Toyota uses a material called Softex and Ferrari offers Mycro Prestige in some models.

Yvonne Taylor, director of corporate projects at animal rights organisation People for the Ethical Treatment of Animals (PETA), told Autocar that, compared with industries such as fast food, fashion, aviation and hospitality, the car industry "has been slower to capitalise on the demand for vegan products". "This is ironic," she said, "given that many of the biggest companies have been using vegan leather for its high quality and durability for years."

PETA pressured EV firm Tesla into going vegan

Mercedes has offered faux leather since 2003

Taylor wants car makers to offer fully vegan interior options for every model, saying that leather isn't a by-product of the meat industry, as many people think, but a "global, $100 billion-a-year [£77bn] industry that slaughters more than one billion cows, sheep, goats and pigs [annually]".

According to Taylor, a PETA investigation into cattle ranchers in Brazil who supply leather producers that sell to car makers found evidence of factory farming, extreme crowding and animal cruelty.

For the car makers, it has been a question of demand: Mercedes says leather remains the most popular choice in its cars – although it's developing new vegan materials – and other premium brands are reacting to the changing demand, too.

Land Rover has been among the leaders in this area, working with partner firms on a range of non-leather fabrics: the Evoque and Velar can be upholstered with Kvadrat's premium wool-polyester blend, a synthetic suede made by Miko and a eucalyptus fibre textile.

In a recent interview, Land Rover's chief colours and materials designer, Amy Fascella, said: "Premium car customers still love luxury, but they're also dialling back the consumerism and doing some good if they can."

Tesla has phased out the use of leather entirely from its upholstery options, in part because of pressure exerted by PETA after it bought shares in the California-based EV maker.

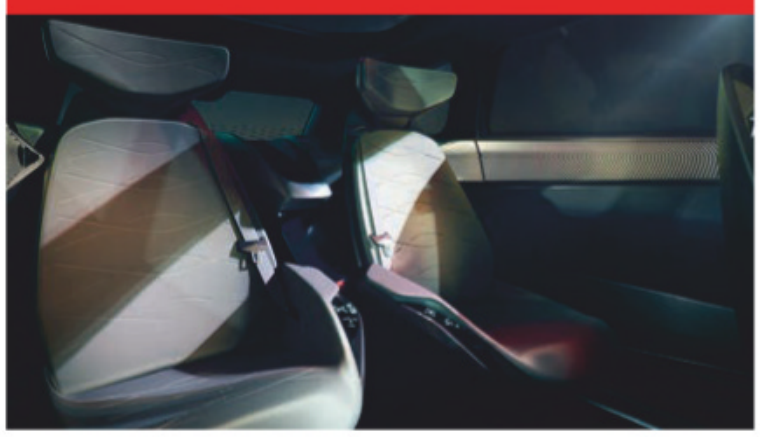
And Polestar, Volvo's new sister brand, will instead use a water-based PVC material called Weavetech that was developed in-house. Polestar boss Thomas Ingenlath says this represents that "our care for the environment goes beyond the electric drivetrain", with the aim to "promote and accelerate the shift of the car industry towards leather-free interiors".

The industry's commitment to cutting carbon emissions is also driving a move away from leather, and that's partly why

Earth is home to 1.5 billion cows

Hamilton is an outspoken vegan

ANIMAL-FREE MATERIAL OF THE FUTURE



Volkswagen ID Roomzz: apple skin leather
Electric large SUV concept revealed at last year's Shanghai motor show features a leather-style fabric made by mixing polyurethane with apple skin left over from juice production.

Bentley EXP 100GT: grape leather
Red wine and upholstery don't usually mix well, but Bentley's 100th anniversary concept features a material made from grape skins that are a waste product from wine production.

Mercedes-Benz Vision AVTR: recycled bottles
This year's futuristic Vision AVTR concept contains Dinamica microfibre, a material made from old clothing, plastic bottles and flags. Similar fabrics are already used in production cars, including a number of Volvos and the new Renault Zoe.

the Ford Mustang Mach-E and Volkswagen ID 3 EVs will offer only animal-free materials.

The leather industry believes that its product has a strong and necessary future, however.

The director of Leather UK, Dr Kerry Senior, said: "The reality is that more than 90% of the world's population eat meat, and that consumption is rising. While this is the case, more than seven million tonnes of hides and skins will be produced every year, which will need to be dealt with. The most efficient and elegant solution to that problem is the production of leather. Leather is unarguably a by-product of the meat industry."

He also pointed out that vegan alternatives to leather all use synthetic chemicals themselves in their production.

The challenge for car firms is finding premium materials they can produce in volume that feel similar to leather and are just as durable over potentially a decade or more of hard use.

To test Weavetech, Polestar artificially aged it for 6000 hours, including submerging it in a 'boiling water-like environment' for four weeks. New production processes are creating new options, too; new materials are often showcased in concept cars (see above).

With leather remaining very popular, the car industry is unlikely to stop offering it in the near future – just as Greggs still sells real steak bakes. But as demand for vegan and other ethical products grows, car makers will be keen to stake a claim to that business.

JAMES ATTWOOD

UNDER THE SKIN
JESSE CROSSE

DOWN TO THE WIRE: REMOVING YOUR MECHANICAL CONNECTION

Saving weight and space are just two of brake-by-wire's numerous benefits.

WHEN ALFA ROMEO introduced its Intelligent Braking System (IBS), on the Giulia and Stelvio, it was the first use in production of the MKC1 brake-by-wire system. Developed by Continental, this wraps up usually separate components into one neat package that's lighter and far more compact than the sum of its parts.

Drive-by-wire concepts were originally aimed at making everything electronic, with no mechanical connection between the driver and the car. The idea was that electric calipers would do the braking and electric steering racks would enable fancy features such as enabling the car to take major avoiding action in emergency situations without ripping the driver's thumbs off on the steering wheel spokes.

The MKC1 system goes part of the way to full brake-by-wire but stops short of electric brake calipers. What it does do is integrate the tandem master brake cylinder (which generates the hydraulic pressure to apply the brakes), the brake booster, the ABS unit and the ESC unit, saving about 4kg.

Aside from the packaging and weight, pedal feel can be tuned by engineers using driving simulators to give a more aggressive response on track and a more relaxed response in traffic. Another advantage is that pedal travel doesn't increase when the brakes take a beating and get hot. What the driver actually feels is a simulator built in to the MKC1 that generates the sensation normally fed back through the hydraulics, only it remains consistent however hard the brakes are working.

Full drive-by-wire wire brakes would also allow manufacturers to dispense with hydraulic brake fluid, giving them dry chassis and production lines that have no need for the messy liquid. Complete corners consisting of suspension, wheel hubs, discs and brakes could be preassembled ready to bolt on the car. A further advantage of doing away with hydraulic brake fluid is that it's hygroscopic (it absorbs atmospheric moisture) so needs changing at intervals.

What about steer-by-wire? Although electric power assisted steering (EPAS) is common now, mainly because it's far less energy-hungry than a hydraulic steering pump, it still maintains a mechanical connection between driver and steering; it just takes away some of the steering effort from the driver by using a motor. Full steer-by-wire would mean decoupling the driver from the steering gear altogether and that would require a change in legislation.

Although complete brake-by-wire and steer-by-wire haven't yet made production, another form of full drive-by-wire tech has been around for a while. Electronic throttles have no mechanical connection between the accelerator pedal and the engine's throttle. Instead, an array of sensors on the pedal box and engine pass the information the engine computer needs to adjust the throttle and the amount of fuel injected. What's the point? Mainly to help control fuel consumption and therefore emissions.

Both brake-by-wire and steer-by-wire have made it to the prototype stage and will reach public roads eventually. Indeed, they will have to if driverless autonomous cars are to become a reality. But, for now, both are consigned to the back-burner.

R2-D2 WILL CHARGE FOR YOU

Volkswagen has come up with a novel idea for overcoming the problem of installing charging infrastructure in awkward places, such as underground car parks: robots that can autonomously tow 'battery wagons' to EVs and plug them in. This may sound far-fetched, but the idea of taking the charger to the vehicle rather than the other way around makes sense and solves the problem of charger space hogging at the same time.

Is wireless EV charging the future?

Convenience of induction pads may be the catalyst for a mass move to electric cars

Anyone who charges their phone in their car via a pad rather than a cable will know what a game-changer wireless electric vehicle charging will be. No plug, no cables, no interface.

The dream is for pads to be buried beneath where you park or just stop briefly: home, work, supermarkets, drive-throughs and even traffic lights.

"It has the potential to really make charging a non-event," said Dr Neale Kinnear, head of behavioural science at the UK's TRL research laboratory, which has overseen a range of EV charging trials.

Realisation of that dream is taking its time, however. The latest toe in the water is a government-backed trial, due to start in March, that involves laying five pads outside Nottingham railway station to wirelessly charge 10 electric taxis (five LEVC TX black cabs and five Nissan e-NV200s) with retrofitted compatibility. The cabbies don't have to get out but just shuffle up the queue, continuing to charge at a rate of 11kW at the next pad along.

"If it works well and it's reliable, it would obviously be a very simple way to avoid having to plug vehicles into charge points," said Nottingham city councillor Sally Longford. "There would be less clutter on the street and it would be very convenient."

Induction charging is fairly simple. An oscillating magnetic field in the charge pad is picked up at the same frequency in the vehicle receiver, and that starts the charging process. Those developing the technology, led by US-based Witricity, claim that it's both as safe and almost as efficient as plugging in, even when the receiver is attached to a higher-riding SUV.

The Nottingham taxis will be converted by UK electronics specialist Sprintpower, using technology from Witricity. The company is looking to carve a retrofitting business out of it, largely aimed at electric taxis.

CEO Richie Frost predicts private cars will follow. "It's not going to be as cheap as a cable, but if I had an electric sports car, I'd pay for that convenience," he said. He believes it could even change the design of electric cars: "This is an infrastructure story more than anything.

One-off electric Rolls from 2012 didn't need cables

When you've got opportunistic charging, range anxiety will disappear and actually batteries will get smaller."

Theoretically, it would reduce the need for rapid charging, too. Further into the future, it will also be a must-have for autonomous vehicles.

Right now, wireless charging options are nil. BMW UK had planned to offer it on the 530e plug-in hybrid saloon back in 2018, but it reversed that decision and the current-generation battery doesn't support it. In Germany, it was a €3205 (£2700) option.

But it's coming. Frost reckons 90% of new global vehicle architectures will support wireless charging. For example, Volkswagen is understood to have engineered its MEB platform to support it. Rolls-Royce has long said that messing about with cables is way off-brand and so it won't sell an EV without wireless charging; this featured on the 102EX experimental electric Phantom from 2012. Concept cars, most recently the Lexus LF-30, often use the tech, too.

Volkswagen's EV platform supports induction charging

LEVC taxis are being used for a trial in Nottingham

BMW briefly offered wireless charging as an option in Germany

The problem is one of the chicken and the egg. Car makers don't want to engineer a system that won't be used, while charging pad providers aren't willing to offer the reciprocating technology if cars aren't being fitted with the capacity to use it.

"We don't see much movement from vehicle manufacturers, suggesting that it doesn't have much of a future for passenger cars," a BP Chargemaster representative said.

One solution is being offered by British firm Connected Kerb, which installs low-rise EV plug chargers that can be converted to wireless without much fuss if demand arises. It also piggybacks or deploys fast fibre networks delivering the internet. The company is installing its system in a new, 3500-home housing estate due to be built in south-west England. Rates are just 3-7kW for overnight charging, rather than rapid.

Connected Kerb's dream is wireless charging for the 40% of UK dwellings that don't have access to off-street parking.

That application is also in the mind of councillor Longford in Nottingham. "We can use plugs in lamp-posts," she said, "but ours are mainly at the back at the pavement, which means a cable across the pavement. Pads would provide an option."

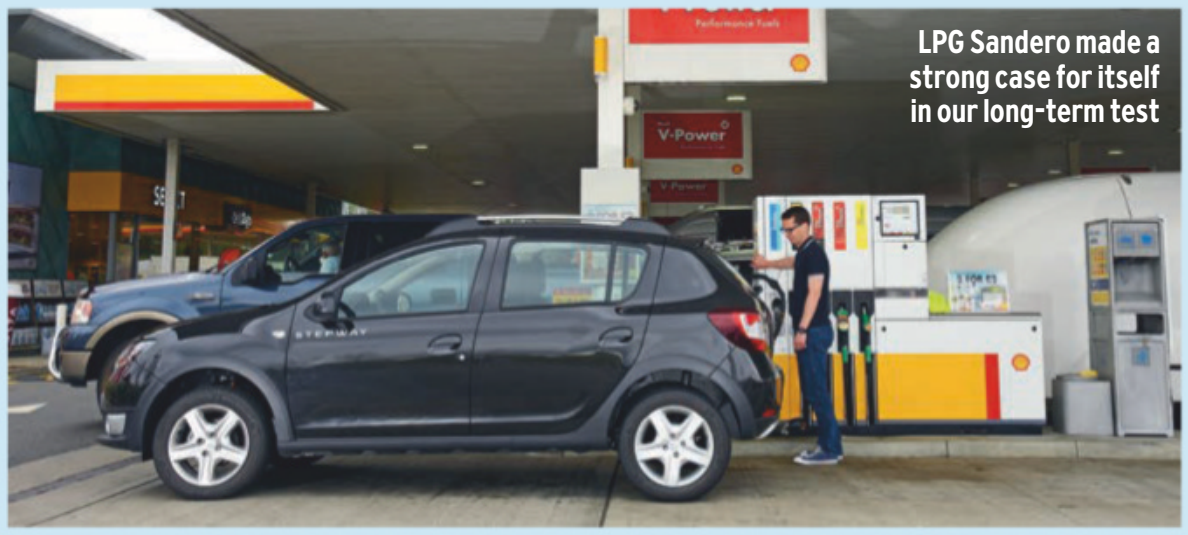
In one version of the wireless dream, EVs are charged while they're driving. A European trial called Fabric that ran between 2014 and 2017 investigated this at three test tracks and claimed partial success. Another, led by Renault and running from January this year until 2022, includes two 'dynamic' wireless charging experiments in France, one of them in Paris.

Whether static or dynamic, wireless charging is clearly the key to delivering on the promise that EVs offer a better consumer experience than the conventional alternative – something that's not at all convincing in the current world of cables, plugs and a fragmented charging network.

There's a long way to go, though, warns TRL's Kinnear. "The problem will always come down to the detail – who provides that infrastructure, who pays for the electricity and how to identify the vehicle and account holder," he said. "At the moment, no one quite knows the answer. But in the end, technology is moving to a solution that's easier than having to plug in."

NICK GIBBS

Dacia to sell LPG cars in Britain



LPG Sandero made a strong case for itself in our long-term test

DACIA IS FINALLY set to bring factory-fit LPG [liquid petroleum gas] versions of its cars to the UK after years of restricting the money-saving models to the Continent.

The so-called Eco G system will be available in the spring across its full UK range – the Sandero, Sandero Stepway, Logan MCV, Logan MCV Stepway and Duster – said a source close to parent firm Renault. The cars are set to cost about £400 more than the regular 1.0-litre three-cylinder petrol models on which they are based.

LPG is natural gas that's compressed into liquid form. Cars use more of it than petrol, but the overall CO_2 emitted is less and the cost per litre is around half.

There are currently some 1400 LPG filling stations in the UK, according to the Low Carbon Vehicle Partnership.

Dacia's models are dual-fuel, meaning they can run on both LPG and petrol. In France, the Duster Eco G is rated at 125g/km running on petrol or 111g/km on LPG.

The LPG tank is fitted in the boot but in the spare wheel well, meaning luggage space isn't compromised.

Dacia expects the models to be a hit with both private and business buyers. They're likely to attract those looking for a low-cost alternative to diesel, which is increasingly being targeted by local authorities that need to clean up air quality.

Autocar ran a Dutch-registered, LPG-converted Sandero Stepway for six months during 2018, concluding that it was a worthy car for those who wanted low running costs.

Damien Smith

RACING LINES

W Series uses Formula 3 cars; there will be eight races in the 2020 season

"WE ARE THROUGH the honeymoon and are getting firmly into the marriage," says David Coulthard of W Series, the all-female single-seater racing initiative that he helped to co-found. And as marriages go, this one has got off to a happy start, following the news this month that the two extra rounds promised for the second season will be Formula 1 support races at the US and Mexican grands prix in the autumn.

That stamp of approval is a big deal for W Series, whose drivers can also earn points this year for the FIA Super Licence, which any aspiring F1 hopeful needs to access the grand prix grids. After just one season, W Series has already come a long way.

"The acceptance of it is the thing I feel really good about," says Coulthard. "It confirms to me that we're creating an opportunity that needed to be fulfilled. Previously, we just said men and women can compete together, which we know they can, but that just hasn't brought enough female talent through to the highest level. W Series is there to give a foothold in what Jackie Stewart calls the 'staircase of talent'."

But the 13-time grand prix winner doesn't load all his expectations on finding a female F1 star. "For me, it's not necessarily about that, but having women professionally engaged in motorsport in the longer term," Coulthard says. "There are many other great championships away from F1. I know I was lucky enough to get there, but I've got a lot of buddies who've had professional careers elsewhere in motorsport.

"I feel good about how quickly we've created a debate, changed opinion and silenced many of the more vocal critics."

As co-commentator for Channel 4 in F1, Coulthard still spends a great deal of time in grand prix paddocks. What personal reactions did he really get to W Series last year? "There was the inevitable bravado that I won't give you examples of," he admits. "People generally say nice things to your face when they know you're involved in something, but equally motorsport people can be pretty blunt.

"Overall, there has been recognition from the highest levels of the sport through team principals and drivers. What it shows is, for all that F1 is seen as a world unto its own, the people involved are motorsport fans."

The second W Series season will begin with a new race in St Petersburg, Russia, on 30 May.

> "The acceptance of W Series is the thing I feel really good about"

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LAT

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Steve Cropley

MY WEEK IN CARS

Lotus's 1973bhp electric hypercar, the Evija, looks fantastic

Original buildings at Hethel are being renovated and expanded

TUESDAY AM

A big Lotus week, although I didn't realise *how* big it was going to be when I set off up the A11 from London for Hethel. It started without many headlines: I spent much of the two-and-a-half-hours' driving time studying very small cars (the current economic threat to their existence is an obsession). I felt vaguely reassured as I sat behind four people happily accommodated in a 19-plate Hyundai i10, going as comfortably fast as me. Following another road user may seem an odd way to achieve solace, but I kept thinking that while Hyundai (and sister brand Kia) can keep pleasing people with these cars, and while the Toyota Aygo and Volkswagen Up families stay healthy, we're okay.

TUESDAY PM

Hethel has changed so much! Lotus's offices, factories, aprons and landscaped areas are all being rapidly improved and painted. And one never-completed structure from the past, universally known as The Skeleton, is about to reach its designed purpose. If you need evidence of Lotus's new-found stability and prospects, all you need to do is drive down the famous entrance road, Potash Lane, and look left over the hedge. It's an inspiring sight and will become more so.

A big nostalgic rush for me came from seeing the original, iconic headquarters building where I arrived 40 years ago on a mission to return a road test Esprit. Both car and building had profound effects on me at the time: the former because it seemed more completely focused on providing great driving than anything I knew, the latter because its modern, outward-looking aspect drew me a picture of Lotus as a company that looked only forward – as it still does.

> "Engineers are more numerous than coffee cups at Hethel"

That building still contains Colin Chapman's office and boardroom (both conserved) but is being extended for more offices, a big canteen, an events area and an eventual heritage centre.

I stood beside the old test track looking across a faint gap in the hedge where, many years ago, a test driver tore a 25-yard hole at high speed – a few hours before the Duke of Edinburgh was due. Chapman wasn't happy.

WEDNESDAY

I was invited by Lotus chief Phil Popham to join a 350-strong staff 'town hall' and rattle on a little about my 40-year association with Lotus. On hand, fascinatingly, was one of four fully fledged Evijas, this one a noise and vibration testbed. It looked amazing – and reassuringly compact.

I found myself telling war stories, such as the time we took a Ferrari to Hethel to run on the test track against an Esprit Turbo. The Italian car's throttle stuck open and it was necessary to take it into the workshop to effect a (pretty easy) repair. However, engineers are more numerous than coffee cups at Hethel, and people arrived from all points of the compass to study 348 underbits. Thus I discovered how many engineers will fit under a Ferrari. The number is 33; we photographed them.

SATURDAY

This morning, I assuaged my guilt at owning a Mazda MX-5 and not using it enough by going on a brisk morning sprint – with a variety of chores attached so that, as well as the stuff we always bang on about (balance, agility, gearchange), it could demonstrate its parkability, cabin access and decent boot space, which are what owners actually need. It was a happy, efficient and uncomplicated 90-minute interlude, during which I decided that if, like me, you've always liked owning a fun car but need one that's never a jot of trouble, an MX-5 is perfect. Something more complicated will just make you unhappy.

AND ANOTHER THING...

Andrew Frankel tells me that Lego will consider building this model of the Bloodhound, designed by one of its customers, if 1000 of us make the request (ideas.lego.com). I've duly became supporter No 471. Fancy joining in?

GET IN TOUCH
steve.cropley@haymarket.com @StvCr

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TESTED 23.1.20, MIAMI, US **ON SALE** FEBRUARY **PRICE** £24,400

MINI ELECTRIC

A public test programme first kicked off in 2009 but only now is an electric-powered Mini finally here. Has it been worth the wait?

As anyone who has concluded that their next small car really ought to be a more environmentally sustainable one is about to discover, if they haven't already, this will definitely be a good year to buy an electric hatchback. A glut of slightly pricey but virtuously sustainable, all-electric hatches is about to emerge onto the UK market, as Volkswagen, Honda, Peugeot and Vauxhall all finally get around to becoming fully paid-up members of the zero-emissions club. Renault, Smart, Hyundai and Kia, meanwhile, have all busily refreshed and updated their runners and riders.

Most of these newbies are set to cost roughly the same amount of money, of course, and most will be positioned in much the same way. Will the sudden rush in supply be met with an equivalent and lasting appetite to adopt? Suffice to say, the industry will be watching very closely. But if any one car maker in the incoming pack already has pedigree in making major commercial hay with a premium-priced small car, and might therefore be best placed to simply carry on doing it, it's probably the one we haven't mentioned yet: Mini.

BMW's most famous British export brand has proven time and again over the past two decades that it can find buyers for cars priced higher than the new Mini Electric – and that's without a public mood of social →

TESTER'S NOTE
The Mini Electric introduces a new digital instrument screen that is sure to be rolled out across the regular model range shortly. It's graphically simple but easy to read and combines well with the head-up display to give you all the crucial information you need. **MS**

> "The Mini Electric is as keen with its handling responses as any of its range-mates"

Range isn't a selling point but the way this car goes, rides and handles may well be

← responsibility driving customers towards those cars in quite the same way that is about to benefit this new one. Rather than whether it will actually sell, then, the bigger question encircling the new Mini Electric might concern whether it is quite the usable modern EV you may be hoping for.

The Mini Electric is, after all, a three-door Mini. Its lithium ion drive battery does nothing more serious to impact on practicality than very marginally raising the height of the car's rear seat cushions – but you still wouldn't call this one of the more versatile or accommodating of EVs.

Under the bonnet, it adopts the same 181bhp, 199lb ft electric motor that powers the BMW i3s – except that it's powering the Mini's front axle, of course, rather than the BMW's rear one. The other mission-critical component of the car's powertrain may well be considered to be its main drive battery, which is T-shaped and fits under the back seats and along the transmission tunnel. It is as large as space allows within the Mini's chassis and has usable capacity of 28.9kWh.

That's not a particularly competitive figure, however, in a market in which both the Renault Zoe and Peugeot e-208 offer close to 50kWh. The Mini's engineers claim that the need to meet global market homologation and safety regulations made it impossible to squeeze any more electrical storage into the car (both the Zoe and e-208 are predominantly European-market cars) but they also claim that all the market research suggests a WLTP range figure of 144 miles will meet the daily motoring needs of Mini owners with room to spare. Beneath the outward insistence, though, the acceptance that this is a key vulnerability for the Mini can perhaps be inferred from the car's pricing. It's available from less than its opposite numbers from Peugeot, Vauxhall, Kia and Renault – an unfamiliar but not uninteresting position for any Mini to find itself in.

Away from the spec sheet and on roads around Miami, where the Mini Electric was introduced to the global press, that 144-mile range claim looked more like a real-world 125 miles on a good day, mostly in heavy and slowish traffic. On a quicker, chillier UK motorway commute, I suspect you'd be pleased to get 100 miles between charges.

Diehard Mini fans might spot the rear seats are slightly higher to house the battery

And purely in light of the fact that you can have a similarly sized rival for similar money that will go 50% further between charges – and also needn't spend that much more for a genuine 250- to 300-mile electric car – this will be a problem for a certain rationally minded buyer.

Less dispassionate customers ought to be open to persuasion by the car's driving experience, though. Partly due to that relatively lightweight drive battery, the Mini Electric has a power-to-weight ratio of better than 130bhp per tonne, whereas neither the quickest Zoe nor the e-208 gets much beyond 90 and a Kia Soul EV – which is itself a pretty fleet-feeling car – doesn't top 120.

Having driven the Mini mostly in heavy congestion, where it was seldom possible to get it above 60mph, I'm not convinced it feels like a car with a strong performance selling point, at least over other comparable EVs – but it's certainly no slouch. Like all cars of its kind, it's at its most brisk from rest up to around 50mph, where it has plenty of urgent response to bigger pedal inputs, albeit not quite as much instant torque as some.

There's enough grunt available above 50mph for the car to easily mix it with quicker-moving traffic, though, and there is fun to be had in

It still looks very much like a Mini and the driving experience feels decidedly Mini, too

WHY MINI'S MOTOR IS LIGHTER AND CAN SPIN FASTER

Adopting the same electric motor you'll find in the BMW i3 means the Mini Electric inherits the same patented 'hybrid synchronous' motor design, which delivers greater power density than most electric motors.

By combining within its rotor design the effect of permanent magnets with something called the reluctance effect, the motor cuts down on the need for heavy rare earth materials like neodymium within its make-up – which, in turn, means the rotor is lighter, so it can spin faster and produce power over a greater range than most electric motors.

It's not new technology, since BMW patented it in 2012, but it does help the Mini Electric deliver that impressive power-to-weight ratio – and the thinking that created it eventually fed into the lightweight motors that power BMW's current Formula E racers.

digging into the accelerator pedal and feeling the car whizz away so keenly, and with such little apparent inertia. It's something of a shame that Mini hasn't engineered in some more genuinely mechanical motor noise for extra audible charm because, as it is, the only notable sound that the car makes is that generic low-speed digital whirr that all EVs sold in the EU must now emit for pedestrian safety reasons. Even that could have been more imaginatively conceived.

The additional mass that the car carries (and it's less than 150kg compared with a Cooper S auto three-door, which could be worse) helps to lower its centre of gravity by 30mm (versus the same sibling rival), and really didn't blunt the Mini's flat, agile and immediate handling appeal – as much, regrettably, as it could be assessed on our busy city test drive.

The Mini Electric has strongish lateral grip levels and is as keen with its handling responses as any of its range-mates. On better roads than we had on which to enjoy it, I dare say it would be plenty of fun. It also clearly doesn't rely on low-rolling-resistance tyres to boost its electric range and has that unmistakably impish Mini-brand dynamism to bolster its driving appeal. It doesn't feel particularly heavy to drive, either. If anything, the extra mass it carries seems to dampen and flatten the low-speed ride better than Mini's prevailing comfort standard, and to quite agreeable effect.

Exactly where all that leaves this desirable, energetic and engaging car, which has some equally apparent limitations on everyday, any-occasion usability, will require closer inspection to be sure about – but my hunch is that it'll bring a bit of much-needed complexity, or light and shade, to the developing EV scene, and a bit of genuine and very welcome choice. The Mini Electric clearly won't be the most rounded, practical or usable option in what promises to be a mercurial market segment this year but, on this evidence, it will drive like a Mini – and it'll be ready to put an extra dose of fun into the zero-emissions class.

MATT SAUNDERS
@thedarkstormy1

Hybrid synchronous motor from the BMW i3 drives those distinctive front wheels

MINI ELECTRIC

Won't break records on range or usability but has plenty of brand-typical energy and driver appeal

★★★★☆

Price	£24,400 (after gov't grant)
Engine	Hybrid synchronous electric motor
Power	181bhp at 7000rpm
Torque	199lb ft at 100-1000rpm
Gearbox	Single speed, direct drive
Kerb weight	1365kg
0-62mph	7.3sec
Top speed	93mph (governed)
Economy	3.69-4.18mpkWh
Range	144 miles (WLTP)
RIVALS	Honda E, Renault Zoe

TESTER'S NOTE
The two-seat rear bench folds but not in a split. Boot space increases to 861 litres, measured to the roof, when it's down. **MP**

TESTED 20.1.20, SPAIN **ON SALE** JUNE

HONDA E

Cute little electric car has been designed with tech-savvy urbanites in mind

A theme common to many electric cars is that their weight and architecture lead to them feeling lead-footed and brittle.

The Honda E has circumnavigated that issue. So, whatever else comes of this sub-supermini hatchback, attractive but not quite as pretty as the concept that preceded it, one of its plus points will be the way it drives.

Its new platform provides all-round independent suspension with a MacPherson strut at each corner; dynamically, Honda has targeted much larger cars. For rolling comfort, smoothness and refinement, the E succeeds where others have not.

There is a catch, of course. This is a compact car – 3.9m long – that can be so only because it has a small energy store. While almost every manufacturer strives to fit a capacity of 60kWh or more (the Nissan Leaf e+ has 62kWh), the E has a liquid-cooled battery pack of just 35.5kWh between its axles. Resulting range, in 151bhp form, is a WLTP-certified 125 miles on 17in wheels or 137 miles on 16in wheels. And on our cold test day, it managed even less than that.

The E comes in two flavours: the regular 134bhp model and the 151bhp Advance tested here, which respectively cost a not-insignificant £26,160 and £28,660 after the plug-in grant. Both can be slow-charged at a rate of up to 6.6kW or DC rapid-charged at up to 100kW, although a 50kW fill will be almost as quick – 31 minutes from 0-80%, rather than 30. It's like flying from Birmingham to Newcastle: no sooner than you're up to speed, it's time to wind down again.

The E's motor is at its rear, beneath a high boot floor, but any space that might have remained under the bonnet is taken up by an inverter and associated gubbins. This leaves the car short on space inside. Boot capacity is just 171 litres with the rear bench in place, while the back seats themselves don't give much leg room (there will be some leg-splaying for

Trio of camera-fed digital monitors supplant traditional mirrors

The E leads the way among small electric cars in terms of ride comfort and rolling refinement

> It's not sporty but sophisticated, controlled and relaxed

All-round visibility is hard to fault, while the steering is perfect for urban driving

adult passengers) and the pair in the front are short of squab.

On the upside, all four seats, along with the rest of the trim, are really nicely finished. I'd happily have a waistcoat made from the tweedy-looking seat fabric, while there's some wood trim across a relatively flat dashboard that features a mix of retro-styled flatness and a broad array of digital screens.

Connectivity is one of the E's strong suits, says Honda. The thing is, how much do you need? There are two 12in screens in the centre and it's possible to 'pass' displays between them – if the driver wants to throw the sat-nav across for the front passenger to type in an address, say. But the resolution is fuzzy around the edges and there's smartphone mirroring, which is the most likely thing anyone will use anyway.

You can hook up a games console to the HDMI input if you want, plus there's a 240V power socket. You can even have a virtual aquarium to stare at while you're parked – which would probably have been more useful in the 1970s, when leaving kids outside the pub with a packet of crisps and a bottle of Coke was a thing.

Bordering these twin touchscreens and the digital instrument display are monitors in place of door mirrors. The small external cameras create less drag than mirror housings and the siting of the monitors is sensible. Finally, it's a mirrorless system that works properly; the lenses didn't attract any grime during our day of lousy weather and the view was always clear, even in dim conditions.

Once you're used to these monitors, they contribute to an easy driving experience. Visibility is great and the progression of the controls, throttle and brakes is extremely smooth. Plus, the push of a button activates a one-pedal driving mode, wherein throttle-off retardation is increased.

Combined with slick medium-speed steering and a tight turning circle of 8.6 metres between kerbs, these qualities make the E a very good city car. On more open roads, its kerb weight of 1514kg (loads for a petrol small car but not for an EV) allows it to be gently sprung while retaining good body control. With 50/50 weight distribution, too, it's a really pleasingly balanced small car – not sporty but sophisticated, controlled and relaxed. Performance is moderate (0-62mph takes 8.3sec) but, with 232lb ft of torque available from rest, take-off feels, as is the EV way, much brisker than that.

Places where you stop and start frequently are where Honda reckons the E will find buyers: it's not for you if you want to go far, it admits. Most of the 200 UK deposits it has taken are from Greater London, where the ambitious asking price and limited range are presumably less of an issue.

Think of it as a smartphone rather than a tablet, says Honda, seemingly acknowledging that this is a car bought more with the heart than head. That's understandable, but it is a niche groove – easy to like but harder to recommend. If it had been made easier to recommend, though, maybe it would be harder to like.

MATT PRIOR
@matty_prior

HONDA E ADVANCE

An eminently likeable and capable small car with good dynamics but a limited range and an ambitious price

★★★½☆

Price	£28,660 (after gov't grant)
Engine	Electric motor
Power	151bhp
Torque	232lb ft
Gearbox	Single-speed automatic
Kerb weight	1514kg
0-62mph	8.3sec
Top speed	90mph
Range	137 miles (WLTP)
CO_2, tax band	0g/km, 0%
RIVALS	Nissan Leaf, Renault Zoe

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TESTER'S NOTE
For anyone who has a motorsport background, the idea of a supermini with a dog-clutch gearbox is almost irresistible, even if it is robotised. Renault will have to work hard to improve its manners before launch, though. **AE**

TESTED 2.12.19, FRANCE **ON SALE** AUTUMN

RENAULT CLIO E-TECH

Unconventional and complex hybrid supermini sampled in protoype form

Downsizing is no longer enough when it comes to reducing CO_2. Small cars are harshly treated in the stiff new EU emissions legislation, so superminis will have to be electrified. As for going the whole hog, Renault's EV product planning director points out: "There's a lot of resistance from buyers to the idea of a £30,000 battery-electric hatchback."

So, the new Clio needs a hybrid drivetrain. There have been only two hybrids in this class so far: the Honda Jazz and Toyota Yaris, which have proven that money can (just) be made on such a model. Renault aims to do the same with its £25k Clio E-Tech.

Its system borrows from Formula 1 energy recovery practice, with two electric motors and a simple four-speed dog-clutch gearbox. This is augmented by a two-speed transaxle that offers up to eight proper gear ratios – although as both transmissions have a geared neutral, up to 15 ratios can be juggled.

The main motor makes 48bhp and the secondary one 20bhp. Both can drive and recharge on overrun, but the smaller assumes the duties of starting the engine, spinning up the 'box to synchronise the shifting and maintaining battery charge above a minimum level to restart the engine.

A naturally aspirated 1.6-litre four-cylinder unit developed from a Nissan creation, this has not one belt-driven ancillary; the water pump, engine and transmission oil pumps, air-con compressor, power steering and brake servo are all electrically driven.

With the exception of the 1.2kWh lithium ion battery beneath the boot floor, the entire driveline fits under the bonnet. And with its smaller fuel tank, the E-Tech is only about 10kg heavier than the usual 1.3 petrol auto.

Unless it's really cold, the E-Tech starts using its main electric motor up to about 10mph, shifting through the two available gears in the 'box and the transaxle as it accelerates. Then the engine takes over, while the second motor rapidly switches from starting to gear synchronising mode.

There are several driving modes: Eco, which prioritises electric driving up to about 44mph; Hybrid, which blends power sources for maximum economy; and Sport, which prioritises performance. There's also a 'B' mode that increases regenerative braking and a kickdown throttle function that brings every power source into play.

Like the F1 driveline, none of it is very intuitive. For a start, the second smaller motor may, at sustained maximum output, switch from power to charging mode to keep the battery supplying the main motor. And since there's a minimum charge level (else the second motor couldn't start the engine), the engine will occasionally start and rev higher than road speed would dictate to act as a generator.

Despite all this complexity, the Clio E-Tech is reasonably positive to drive, avoiding the 'rubber-band' sensation that dogs Toyota's set-up. Yet there are idiosyncrasies: aside from the engine running to charge, it 'hangs' at high revs for a few seconds when you lift off and there's the odd grating noise as gears scrape into engagement.

With only badges and EV power and range readouts to distinguish it, you'd find it hard to tell that this is a hybrid unless you were driving it – or filling it up. Renault claims that 80% of urban driving will be done in EV mode, cutting consumption by 40%. We saw around 50mpg.

The car rides across cobbles with aplomb and remains upright through tight bends. The steering is well weighted and direct, if a bit lifeless, and the drivetrain is willing and fairly quick to pick up, although a bit gutless.

However, with so much going on, buyers must understand the whys and wherefores of the drivetrain so that its foibles and noises don't alarm. As undoubtedly promising as this car is, Renault's sales staff may well be in for some difficult conversations.

ANDREW ENGLISH

Unlike with most rivals, the hybrid system doesn't affect the ride or handling

RENAULT CLIO E-TECH 140

A refreshing new take on the small hybrid car, but its refinement needs improvement and it will be expensive

Price	£25,000 (est)
Engine	4 cyls, 1.6 litres, petrol, plus two electric motors
Power	138bhp (total system output)
Torque	155lb ft (total system output)
Gearbox	15-spd automatic
Kerb weight	1258kg
0-62mph	tbc
Top speed	tbc
Economy	WLTP figures tbc
CO_2, tax band	WLTP figures tbc
RIVALS	Toyota Yaris Hybrid, Honda Jazz e:HEV

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TESTED 21.1.20, VALENCIA, SPAIN **ON SALE** EARLY 2020

SMART EQ FORTWO

Pocket-sized electric-only city car is 'refreshed'. Only it isn't

Not that you'd know from the look of the new Fortwo, but the scene at Smart is changing. Daimler recently sold half of the brand to Chinese giant Geely – parent company of Volvo and Lotus – with the aim of moving production to China for the next-generation models, due in 2022. The corporate management team has also been shaken up and the brand is now an all-electric one, even though zero-emission Smarts accounted only for 18,000 of 118,000 global sales in 2019.

Yet beyond the backstage bustle, the 'Smart car' itself will exist in something of a holding pattern from now until 2022, with largely unchanged Fortwo coupé and cabrio models offered alongside the four-door Forfour. The three-cylinder petrol engines have gone but, aside from the LED headlights and larger grille, there's little different about how these cars look and all will use the same reasonably perky 80bhp electric motor and 17.6kWh battery previously fitted to all electric Smarts.

The problem is that 17.6kWh classes as unusually small today so even the Fortwo's NEDC-derived range (considered an optimistic figure) fails to make it into triple digits. Given Smart's unambiguously city-centric proposition and the state of the competition, such limited autonomy may have once been forgivable, but it now looks feeble, not least compared with the WLTP-calculated 161 miles offered by the new electric Skoda Citigo. The Smart remains the most nimble and compact option in this category, but which prospective buyer isn't going to be tempted by the still usefully mini Skoda's four seats, realistic inter-city range and 40kW charging speeds (versus the Smart's 22kW, for around 65 replenished miles of range in 40 minutes), all for only £150 more?

For urbanite devotees, the Fortwo still packs character and has the same Eurofighter-grade turning circle. On the larger 16in wheels, it rides firmly in downtown Valencia but not offensively so (and I'd wager most British city streets are kinder) and the light steering is alert and intuitive. Our test car's panoramic roof makes for a breezy ambience, and beyond the over-servoed brakes, owners will mostly be served carefree drivability. There's also a tad more cabin storage, but the infotainment is truly woeful and Apple CarPlay won't be offered until at least April.

None of which is enough to save the Fortwo. Smart is devoting its energy to medium-term strategy and the development of prescient mobility technologies (car pooling etc) and that could well pay off, but its existing product is flirting with relic status.

RICHARD LANE
@_rlane_

Storage is a little better now but the infotainment is dreadful

SMART EQ FORTWO

Retains the same compromises and capabilities as before, which leaves it adrift as rivals become ever better

★★½☆☆

Price	£16,850 (after government grant)
Engine	Synchronous electric motor
Power	80bhp
Torque	118lb ft
Gearbox	Single speed
Kerb weight	1095kg
0-62mph	11.6sec
Top speed	81mph
Range	91-98 miles (NEDC)
CO_2, tax band	0g/km, 16%
RIVALS	Skoda Citigo-e iV, Volkswagen e-Up

PEUGEOT 208 PURETECH 130 GT-LINE EAT8

Price £23,350 **On sale** Now
What's new? Radically designed, brand-new supermini is driven in the UK for the first time

THERE'S A CLEAR family link between this new 208 and the 508 – and not only because they share Peugeot's i-Cockpit interior, which looks and feels fantastic, even if the tiny, oblong wheel will put some off.

It's also present in the direct but numb steering, which dissuades you from indulging in the sort of B-road antics you might in a Ford Fiesta. The 208 has a looser, softer suspension set-up, too, but this enables it to cruise sublimely and smooth out low-speed intrusions with surprising finesse. In general, refinement is also superb.

Peugeot's 1.2-litre triple should be praised as well; it sends the 208 on its way sharpish and makes a cute couple with the auto 'box, although they do have the odd misunderstanding. **KC**
★★★★☆

MAZDA MX-5 BBR GTI SUPER 220

Price £3828 (kit, fitted) **On sale** Now
What's new? Brackley tuner releases 221bhp from Mazda's 2.0-litre Skyactiv-G engine

WE SECURED AN afternoon in BBR GTI's Super 220 MX-5 in the nick of time: the next day, it was to begin life as the development mule for a turbo conversion that's expected to make about 260bhp. As ever, things move fast at BBR, but the turbo car really will need to be exceptional if it's to be more enjoyable than this. Aided by custom camshafts and a freer-flowing exhaust manifold, the remap liberates torque and power and hikes the redline to near enough 8000rpm.

Character and responsiveness are conspicuously improved, and when paired with BBR's suspension upgrades (not part of the Super 220 kit), you'll struggle to find a more rewarding experience at any price. **RL**
★★★★½

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PHOTOGRAPHY OLGUN KORDAL

Nissan Juke

UK-built mould-setting compact crossover enters difficult second-album territory

MODEL TESTED **1.0 DIG-T 117 TEKNA**

Price £22,495 • **Power** 115bhp • **Torque** 148lb ft • **0-60mph** 11.9sec • **30-70mph in fourth** 20.3sec • **Fuel economy** 37.8mpg • **CO_2 emissions** 118g/km • **70-0mph** 51.9m

We like

- Apparently finely honed, moderately sporty ride and handling
- Much improved practicality and ergonomic layout
- Retention of distinctive looks

We don't like

- Performance is a little weak and the engine response can be found wanting
- Perceived cabin quality isn't consistently high
- Mechanical and rolling refinement could be better

It's thanks to the commercial success of the original Nissan Juke that the market segment known to some as B-SUV ('B' being the prefix traditionally used to identify superminis) exists at all; and, arguably, also that the compact crossover hatchback has become Europe's biggest automotive market growth area. Inevitably, now we have a second-generation Juke, with a new chassis and a new engine, built on a Renault-Nissan-Mitsubishi Alliance model platform. And given how much more competition there is for this one than there was for its predecessor, you can bet that it won't be another nine years until we see a third.

Plenty is different about the car this time around. Whereas the last one had a specially adapted chassis used only by Nissan and offered a choice of petrol and diesel engines, and two- and four-wheel drive, the new one opens for business with just one engine, with Nissan having ruled out diesel power for the car entirely.

Sharing its platform underpinnings with the new Renault Clio and related Captur, the second-gen Juke will be built alongside the Qashqai in Wearside, near Sunderland; and given the position of commercial strength it occupies, latecomers to the class such as Volkswagen, Skoda, Mazda and Ford will be watching its critical reception – of which the next 2000 words or so can be considered a key constituent – with interest.

DESIGN AND ENGINEERING

★★★★☆

The design direction of this car had been kept a closely guarded secret. For the past couple of years, any Nissan designer you spoke to about it would simply nod, smile and then confirm how well it was understood that the new Juke should retain the quirky visual appeal that made the original so distinctive. Managing this feat in a vehicle that, in order to compete within the bustling niche that has developed around it, has to become bigger, squarer and more versatile was never to be taken for granted.

However, although the new Juke is notably larger and slightly more conventional in its outline, it retains plenty of esoteric design charm and visual clout thanks to its bold lines and detailing. If Nissan has succeeded in adding rational practicality on the inside, the car's exterior aspect certainly doesn't make it look any the plainer or more sensible than the old Juke did – and that can be considered a key success.

The Juke has grown, but fairly modestly, against the tape measure and also weighs a little more than it did in first-gen form when compared on the nearest thing possible to a like-for-like basis – but not much. It has put on less than 50mm overall on both height and mirrorless width, and only a little more than 50mm on length, and an entry-level Visia version of the new car weighs 19kg more than it used to. That's no bad result for a car with more standard equipment than the old version as well as a little more sheet metal, which, as we'll come to, offers notably more interior space than before.

Nissan has adopted for the new Juke what it would call an alliance platform, shared with Renault: the CMF-B, also used for the latest Clio and Captur. It's an all-steel chassis suspended via independent struts at the front and a torsion beam axle at the rear, and the car's wheelbase has been stretched by just over 100mm.

For now, the only engine option on offer is the 999cc three-cylinder turbocharged petrol co-developed with Daimler, which is also to be found powering the new Clio, the updated Nissan Micra and the latest Dacia Duster. Here, it produces 115bhp as well as 148lb ft of torque on temporary overboost and drives the front wheels through a choice of six-speed manual or seven-speed dual-clutch automatic transmissions. (We elected to test the manual.) For now, there's not so much of an engine range, then, although there may be more choice later on. Nissan hints that a petrol-electric hybrid option will join the Juke range at some point, but it has ruled out any replacement for the old Juke diesel and likewise says the car will remain front-wheel drive only. →

Range at a glance

ENGINES	POWER	FROM
1.0 DIG-T	115bhp	£17,395

TRANSMISSIONS

6-spd manual	■
7-spd dual-clutch automatic	£1400

There really isn't such a thing as an engine line-up for the second-generation Nissan Juke as things stand. The only motor available is the 999cc turbocharged petrol three-pot that you'll also find in the Renault Clio (albeit in a slightly different state of tune) with a choice of transmissions.

Trims range from Visia at the entry level up through an unusually swollen mid-range of four intermediate steps (Acenta, N-Connecta, Tekna, Tekna+) and culminating in the Premiere Edition, which comes with 19in alloy wheels, two-tone paint and part-leather seats as standard. Mid-range N-Connecta cars have navigation, a rear parking camera, cruise control and LED headlights.

Mk1 Juke showed the segment's potential

● Nissan might claim that the Juke only sets trends, but it's clearly aping the Seat Arona with the shape of its new C-pillar. Hidden rear door handles appeared on the Mk1, of course.

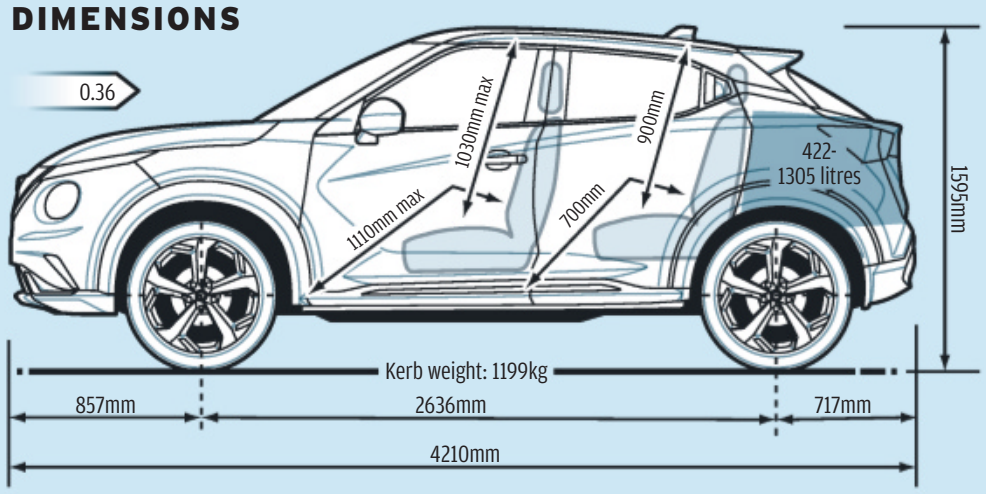
● Door panels that wrap all the way around the bottom of the sill used to be the preserve of luxury SUVs. Few crossovers this size have them – but the Juke now does. Handy for keeping your trousers clean as you're getting in.

● The original Juke pioneered the split-level headlights that so many crossovers have copied. This one adds Y-shaped daytime-running lights within the lower round lamps for extra visual appeal but loses the bug-eyed upper lenses. An improvement, we'd say.

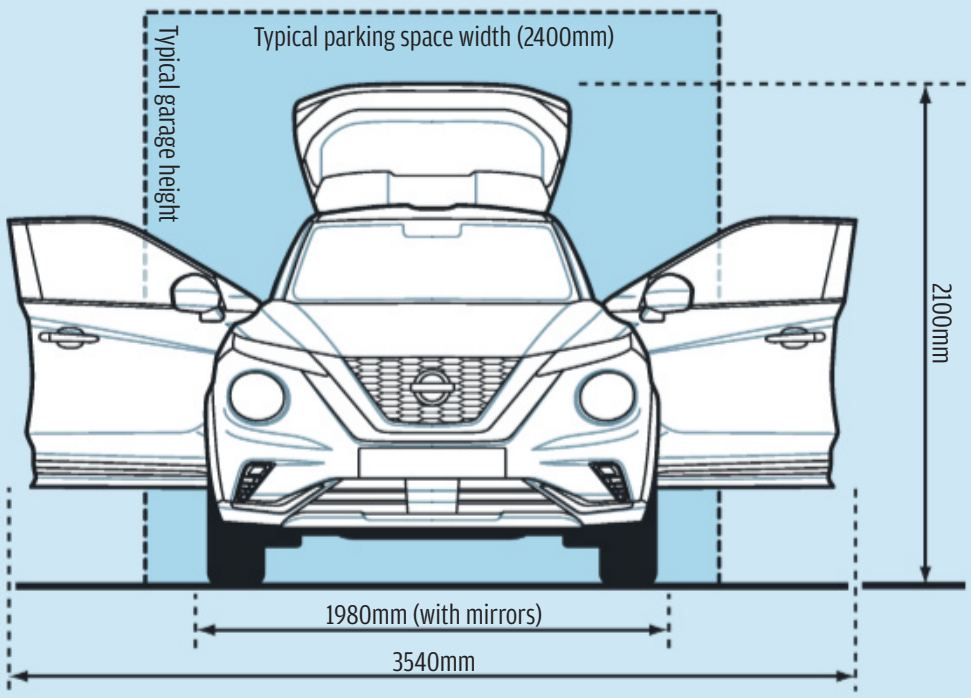
● Visia, Acenta and N-Connecta grades get more normal-sized rims, while Tekna, Tekna+ and Premiere Edition cars roll on 19in rims. These are the less shouty of a pair of 19in designs and certainly fill the arches.

Weights and measures

DIMENSIONS

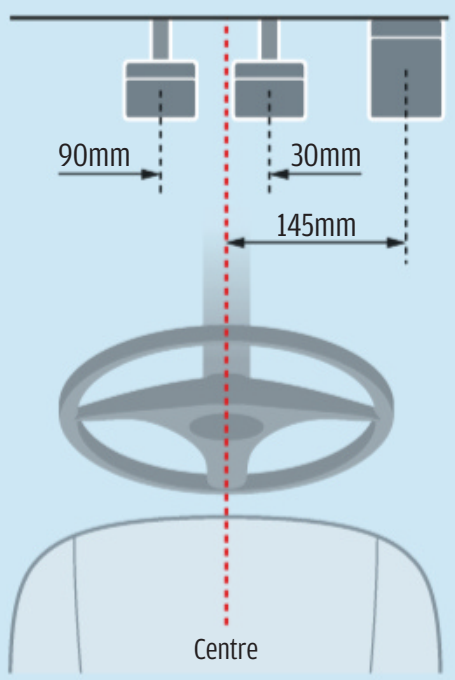


PARKING



WHEEL AND PEDAL ALIGNMENT

There's fine pedal positioning here in a reasonably roomy footwell. Nissan has also corrected the original Juke's biggest ergonomic flaw by fitting telescopic steering column adjustment.

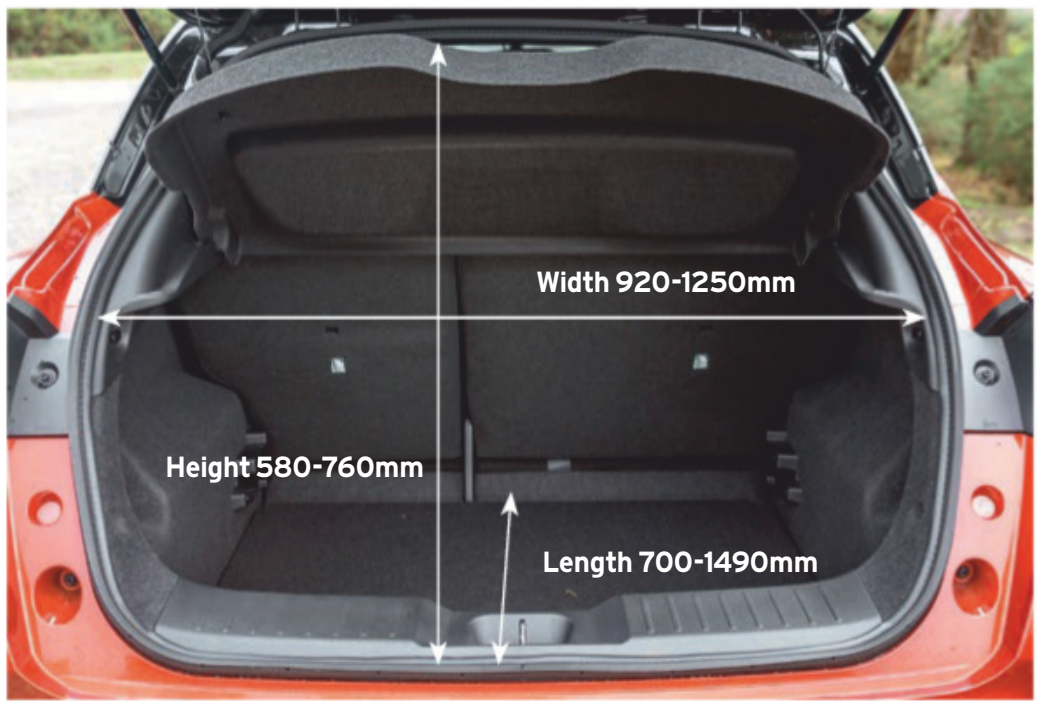


HEADLIGHTS

LED headlights with high-beam assist are standard. They're bright and also decently responsive when dipping automatically.

● The hip point is high enough for most drivers not to have to bend too much and there's upwards base adjustment if you like to sit higher still. Visibility is good.

● Back seats offer respectable but not outstanding occupant space. Tall adults will still struggle a little but there's enough room for kids in booster seats.



● Adjustable-height boot floor is welcome when sliding bulkier cargo in and out, but the apportioning of the 40:60 seatback split isn't ideal for a right-hand-drive car.

INTERIOR

★★★½☆

The quirkiness and sense of fun of the original Juke's interior design has been toned down a little this time around and augmented by a pretty clear effort to add some richer material and technological allure. There's still plenty of visual character and a little bit of fun factor in evidence, and both can be dialled up beyond the level of our test car if you opt for pricier Tekna+ trim. But the design flair certainly hasn't been allowed to take over, or to prevent the Juke from delivering passenger space or ambient perceived quality to make it competitive with its rivals.

The oversized, high-contrast centre console that dominated the last Juke's cabin has been replaced by one of a more ordinary shape and modest volume. The new one is a more discreet design feature, leather-upholstered as it was in our Tekna-spec test car, integrating the car's starter button and drive mode selector switch and presenting the gearlever within a ring of ambient lighting.

You sit medium high and slightly bent-legged at the controls and pretty typically in a crossover supermini, with easier access and better visibility of the world outside than you'd get in a traditional hatchback. The instruments are analogue dials, with a good-sized digital drive computer screen positioned between them that can display the usual choice of trip computer or in-car entertainment information. The ritziest small crossovers now offer fully digital clocks, of course – but the Juke's instrument binnacle is far from antiquated and it's clear, simple and easy to configure to your liking.

Nissan's use of leather and chromed plastic smacks of an attempt to lift the Juke's ambience upmarket, which is moderately successful, although perceived quality is a little inconsistent.

More impressive is how much extra space has been found inside the car relative to what was a pretty impractical showing previously. Although the Juke hasn't been transformed into the best-packaged and most accommodating car in its class, it no longer gets the wooden spoon for second-row occupant room or for boot space. Taller adults can sit line astern now pretty comfortably, whereas they wouldn't have had a hope of doing so before. The car's 422-litre boot is respectable for capacity, too – up 20% for volume on the last car, although still down on key rivals – and made accessible by an adjustable-level floor.

PERFORMANCE

★★★½☆

The Juke's vital statistics indicated that it should perform quite well relative to its rivals. But although →

● Tekna's Bose stereo puts speakers in the seat head restraints. It's good at creating 'surround' effect in music but doesn't sound particularly powerful.

● Cruise control toggle is a bit tricky to fathom at first: speed limiter switch is the upper one, and the lower activates lane keep assist and intelligent radar cruise.

● Cabin is generally quite good on perceived quality but there are one or two blindspots – the cover on the 12V power outlet being one of them.

Multimedia system ★★★★☆

Only the very cheapest, Visia-grade Jukes go without a NissanConnect 8.0in touchscreen infotainment set-up. You needn't venture beyond one-up Acenta trim to get that and it includes smartphone mirroring for both Apple and Android phones, as well as NissanConnect live information services and a rear-view camera – which is no mean offer for a car with an asking price of £19,000.

N-Connecta spec includes TomTom factory navigation with live traffic information and it's a pretty good system that's simple to programme and set up and easy to follow – much as most are likely to use it.

You only get the Bose Personal Plus surround audio set-up of our test car if you climb all the way to Tekna grade. It's not the best reason to spend the extra money, although it does create a convincing sense of width to its surround sound music reproduction.

> “It retains that zippy, dynamic appeal of the original Juke”

wet and chilly weather didn't make life easy for it on the day of our performance tests, there was evidence to suggest that the car's solitary engine would fall a little short of a broadly class-competitive mark even on a dry day.

Missing Nissan's 10.4sec 0-62mph standing start claim by half a second or so would have been understandable in the conditions – but to miss it by a full second and a half, as we did on our quickest runs, suggests either that this engine needs to loosen up quite a lot with mileage and use before it will give up its best or that it simply won't ever have the flexibility or zip you might expect of it. The car's failure to get within a second of the less powerful Seat Arona 1.0 TSI we performance tested in 2017 from 30mph to 70mph through the gears might lead you to similar conclusions.

At full power, the Juke's three-cylinder motor seems to work keenly enough from a subjective standpoint, revving freely up to about 5000rpm, although not with what you'd call genuine enthusiasm. It suffers with some notably slow turbo response at low crank speeds, though – enough to represent a slight drivability hurdle until you're used to the way the engine responds to part-throttle. It's less problematic in the short term if you avoid using Sport driving mode and isn't really a problem at all once you're used to taking particular care with the first couple of inches of accelerator travel.

Operating the car's other pedals is easier and more intuitive, thankfully – they show evidence of more harmonious and attentive tuning – and the shift quality of the six-speed manual gearbox is fairly light, slick and well defined.

HANDLING AND STABILITY

★★★★½

Although it's probably not a car many will describe as fun to drive, the new Juke has more athleticism and handling poise than the average crossover of its size and price. It retains that zippy dynamic appeal that helped to mark out the original version as a car intended for more energetic and youthful drivers as well as older ones, yet it also overlays a new-found level of ride sophistication that makes it more comfortable and pleasant than its predecessor.

The steering is medium weighted and intuitively paced, and the suspension slightly firmer than the class norm but also little less comfortable than even the best rivals as a result of good, progressive vertical body control.

Unlike some cars of this kind, therefore, the Juke succeeds in making a virtue of its compactness on the road. It has the simple grip and body control to feel quite agile, whereas rivals can feel slightly soft and unresponsive by comparison. You're certainly not made aware that there's any energy lost in body roll when you turn the Juke in to bends and it takes plenty of speed and commitment to make the car roll enough to disturb its ever-even distribution of grip. You can hustle it along as you might any small car with plenty of confidence, then, and at no time does the Juke feel particularly big or heavy when you do.

During limit handling testing, the stability control systems proved very effective, and less intrusive when indicated as switched off – even though they plainly remain active in the background at all times. This seems a chassis that would lend itself

● It feels more agile than most rivals, aided by good grip and a resistance to roll, yet it blends its driver-friendly handling with a ride that's firmly controlled but never harsh

Assisted driving notes ★★★★☆

That the Juke's score card (opposite) contains more red marks than green is somewhat harsh on it, given that many of the semi-autonomous driver assist systems necessary to deliver against the questions we ask simply haven't filtered down to this price level yet. Compared with rivals, though, this car is well provisioned and tuned for active safety.

Its lane keeping system operates only when the intelligent cruise control is active, which makes sense given the places and roads on which you're likely to want it active and the ones where you're not. It's clearly tuned to help you, not replace your concentration or inputs, and it's supplemented by a Blind Spot Intervention system that works well.

Our car's speed limit recognition system pretty consistently read the posted limit but didn't seem able to adapt the car's set cruise control speed to match. Equally, its propensity to warn if you go only slightly over the limit isn't too insistent or distracting.

AUTOMATIC EMERGENCY BRAKING

- Is the system more than averagely prone to 'false positive' activation? ✗
- Can its sensitivity be adjusted? ✗
- Does it have effective pedestrian detection? ✓

LANE KEEPING ASSIST

- Does the system keep the driver engaged when activated? ✓
- Can you easily avoid a pothole without deactivating it? ✗
- Does it work effectively on single carriageways without consistent road markings? ✗

INTELLIGENT CRUISE CONTROL

- Can the system consistently recognise and automatically adopt motorway gantry-signed variable speed limits? ✗
- Does it prevent undertaking? ✗
- Does it have effective audible or visual alerts, or steering intervention, to prevent changing lanes into the path of an overtaking car? ✓

to more driver-oriented applications better than the last Juke's ever did – assuming, that is, that another Nismo-branded version of the car, in today's emissions-punishing market, wouldn't be such a vain hope as to be almost laughable.

COMFORT AND ISOLATION

★★★½☆

It might surprise you to learn that 19in alloy wheels are now standard-fit on an upper-mid-trim-level, high-rised supermini. Nissan would be quick to reply that the Juke is anything but conventional, and in some ways quite reasonably. Be that as it may, those wheels impact adversely on the car's ride isolation as well as boosting its design appeal and its grip levels.

There's some background roar to the Juke's ride at A-road and motorway speeds that is clearly perceptible in the cabin, although it doesn't seem to punish the car's measurable refinement levels, which remain pretty low. It's a surface-dependent noise level, worse on coarser and more open types of Tarmac than smoother and better-sealed ones – but you can't help noticing when the car crosses from the latter to the former.

The car's secondary ride isn't as terse or clunky over bumps and edges as you might think, however, and its primary ride control is commendable. Sharper inputs can draw the occasional thump from the axles, but they're seldom harsh, which goes to show how much work has evidently gone into the dynamic development of the car and how carefully the ride has been tuned.

Seat comfort is good, albeit not quite at Qashqai levels of general support – and that's partly as a result of Nissan's decision to fit sportier-looking 'monoform' seatbacks with integrated headrests rather than seats with more adjustable separate head restraints.

BUYING AND OWNING

★★★★☆

Nissan's pricing for the Juke is competitive with the likes of the Volkswagen T-Cross and the even newer Captur and Peugeot 2008. Mid-range N-Connecta trim is expected to dominate the sales mix and gets you into a car with TomTom navigation for its 8.0in touchscreen infotainment set-up, keyless operation, automatic climate control and 17in alloys rather than 19s. Splashing the extra £1500 on a Tekna won't be a hard argument to make, though, given that it buys you heated front seats, a 'quick clear' windscreen, Nissan's clever Bose Personal Plus audio system and its Advanced Safety Shield active safety systems. Talking of which, the Juke's active lane keeping and intelligent speed assist systems are among the better ones we've tested in cars of its class.

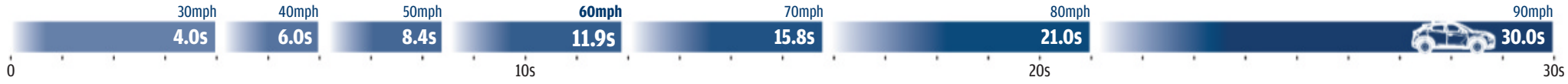
The Juke is offered with an introductory PCP finance plan that includes a £500 manufacturer-backed contribution (details overleaf), which should also help to make it more affordable.

Meanwhile, although few Jukes may be run on company fleets, it's worth noting that the two-pedal DCT automatic version is rated as having slightly lower CO_2 emissions than the manual and therefore may be worth choosing for tax reasons. Our test car returned 46.0mpg on our touring fuel economy test – reasonable for a car of its size and type although not the height of efficiency. →

ACCELERATION

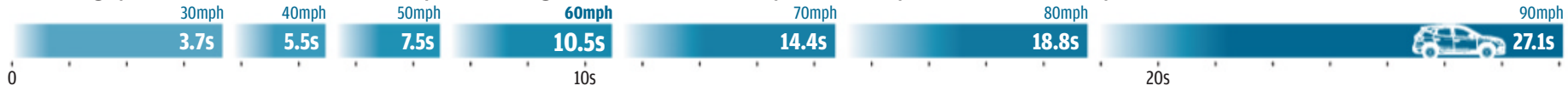
Nissan Juke 1.0 DIG-T 117 Tekna (6deg C, raining)

Standing quarter mile 18.9sec at 76.2mph, standing km 34.6sec at 93.5mph, 30-70mph 11.8sec, 30-70mph in fourth 20.3sec



Seat Arona 1.0 TSI 95 SE (2017, 16deg C, dry)

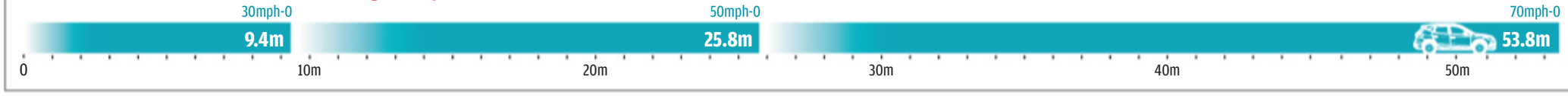
Standing quarter mile 17.9sec at 78.5mph, standing km 33.1sec at 94.7mph, 30-70mph 10.7sec, 30-70mph in fourth 14.9sec



BRAKING 60-0mph: 3.10sec

Nissan Juke 1.0 DIG-T 117 Tekna (6deg C, raining)

Seat Arona 1.0 TSI 95 SE (2017, 16deg C, dry)



Data log

NISSAN JUKE 1.0 DIG-T 117 TEKNA

On-the-road price	£22,495
Price as tested	£23,640
Value after 3yrs/36k miles	£10,075
Contract hire pcm	tbc
Cost per mile	49 pence
Insurance	13/£457

TYPICAL PCP QUOTE

Three years/30,000 miles £340

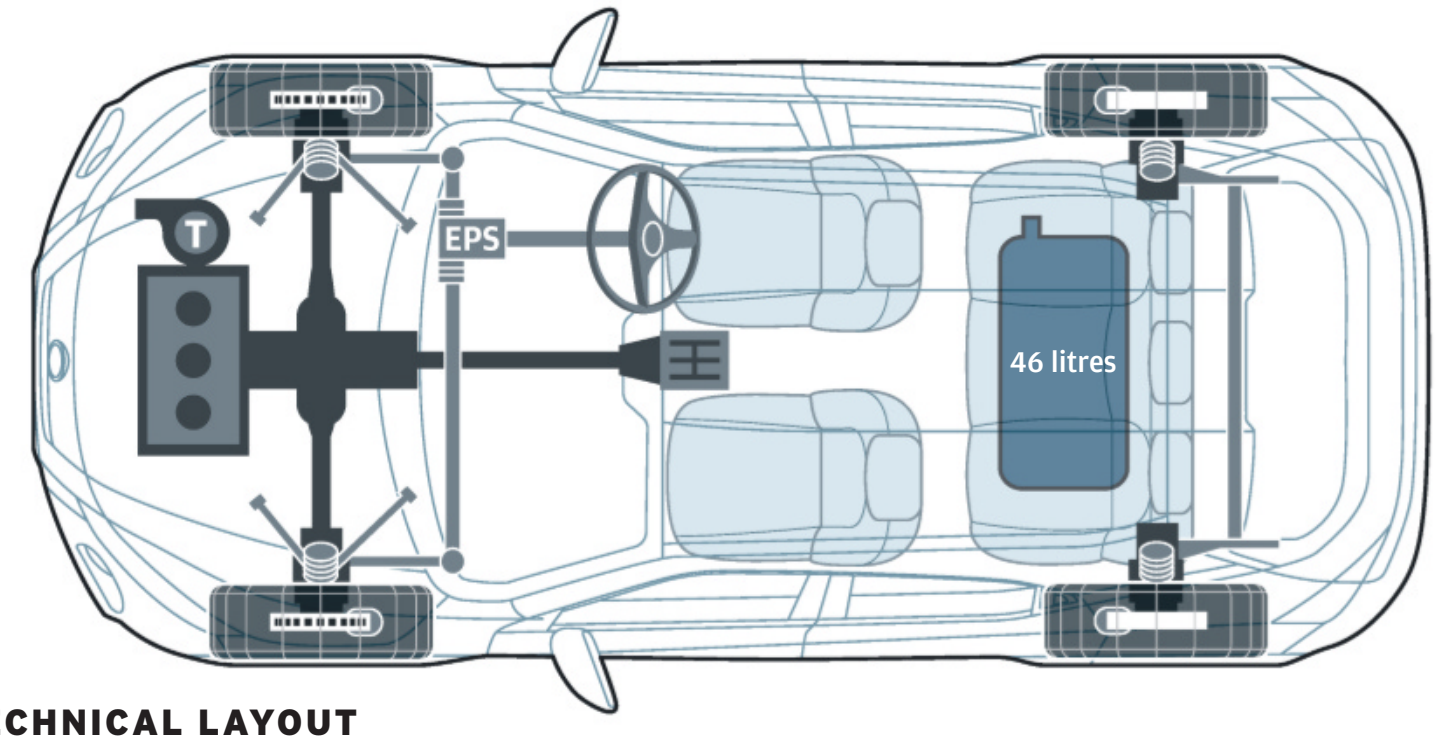
Nissan will currently chip in £500 towards your monthly finance deal on a new Juke as an introductory offer. That's after a modest £1500 deposit in this case and leaves an optional balloon payment of £10,625, at a representative APR of 4.99%.

EQUIPMENT CHECKLIST

19in alloy wheels	■
Intelligent Emergency Braking, Lane Intervention, Blind Spot Intervention	■
Front, side and curtain airbags	■
LED headlights with high beam assist	■
Privacy glass	■
Cloth and synthetic leather upholstery	■
8.0in touchscreen infotainment with Apple and Android smartphone mirroring, navigation and Bose Personal Plus audio with 8 speakers	■
7.0in colour trip computer screen	■
Heated front and rear screen	■
Intelligent Around View Monitor (moving object detection, rear cross-traffic alert, forward collision warning)	■
Drive Assist (intelligent cruise control, lane keep assist)	■
Two-tone paint, Fuji Sunset Red with Pearl Black roof	**£1145**

Options in **bold** fitted to test car

■ = Standard na = not available



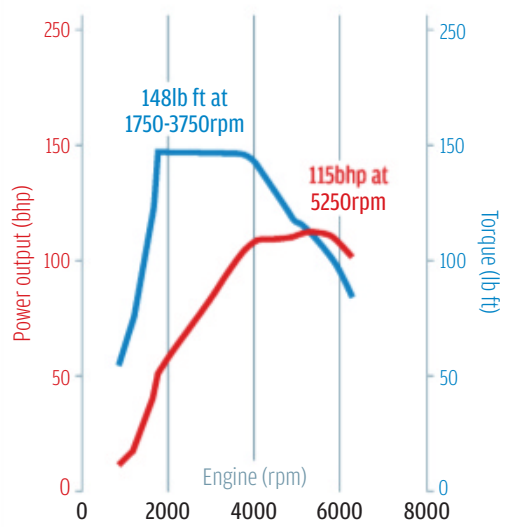
TECHNICAL LAYOUT

Juke shares the Clio's CMF-B platform, which imposes a class-typical transverse-mounted engine at the front, a gearbox in line with the crankshaft and front-wheel drive (no four-wheel-drive versions this time). Suspension is via independent struts at the front and torsion beam at the rear. Weight is distributed 62% front, 38% rear.

ENGINE

Installation	Front, transverse, front-wheel drive
Type	3 cyls in line, 999cc, turbocharged, petrol
Made of	Aluminium block and head
Bore/stroke	72.2mm/81.3mm
Compression ratio	10.5:1
Valve gear	4 per cyl
Power	115bhp at 5250rpm
Torque	148lb ft at 1750-3750rpm
Redline	6400rpm
Power to weight	96bhp per tonne
Torque to weight	123lb ft per tonne
Specific output	115bhp per litre

POWER & TORQUE



ECONOMY

TEST MPG	**Track**	21.4mpg
	Touring	46.0mpg
	Average	37.8mpg
CLAIMED	**Low**	38.2mpg
	Mid	49.6mpg
	High	54.3mpg
	Extra high	42.2mpg
	Combined	46.3mpg
	Tank size	46 litres
	Test range	382 miles

EMISSIONS & TAX

CO_2 emissions	118g/km (NEDC eq)
Tax at 20/40% pcm	£101/£202

CHASSIS & BODY

Construction	Steel monocoque
Weight/as tested	1199kg/1256kg
Drag coefficient	0.36
Wheels	8.0Jx19in
Tyres	225/45 R19, Hankook Ventus S1 Evo 3
Spare	Mobility kit

TRANSMISSION

Type 6-spd manual

Ratios/mph per 1000rpm

1st 3.73/4.8 **2nd** 2.11/8.6 **3rd** 1.32/13.7 **4th** 0.98/18.4 **5th** 0.76/23.8 **6th** 0.64/28.2

Final drive ratio 4.438:1

SUSPENSION

Front MacPherson struts, coil springs

Rear Torsion beam, coil springs

BRAKES

Front 280mm ventilated discs

Rear 260mm solid discs

Anti-lock Standard, with EBD, brake assist

Handbrake type Electronic, via switch

Handbrake location Left of centre console

STEERING

Type	Electromechanical, rack and pinion
Turns lock to lock	2.5
Turning circle	10.6m

SAFETY

ABS, EBD, BA, IEB, VDC, TC, RCTA, LKA

Euro NCAP crash rating 5 stars

Adult occupant 94% **Child occupant** 85%

Vulnerable road users 81% **Safety assist** 73%

CABIN NOISE

Idle 41dB **Max rpm in 3rd gear** 74dB

30mph 60dB **50mph** 63dB **70mph** 66dB

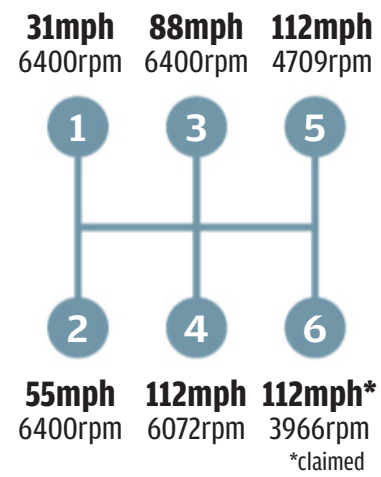
ACCELERATION

MPH	TIME (sec)
0-30	4.0
0-40	6.0
0-50	8.4
0-60	11.9
0-70	15.8
0-80	21.0
0-90	30.0
0-100	44.8
0-110	-
0-120	-
0-130	-
0-140	-
0-150	-
0-160	-

ACCELERATION IN GEAR

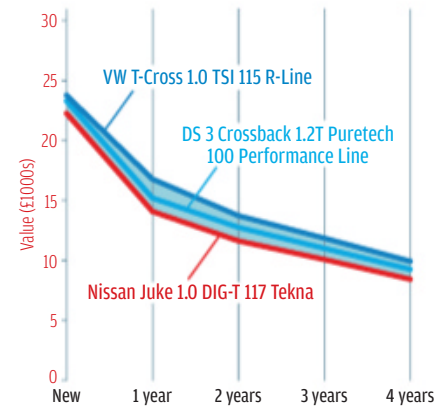
mph	2nd	3rd	4th	5th	6th
20-40	3.6	5.6	8.0	-	-
30-50	4.2	5.6	9.1	12.6	20.8
40-60	-	5.8	9.8	13.0	15.2
50-70	-	7.0	11.2	15.6	16.3
60-80	-	9.6	14.5	18.2	24.0
70-90	-	-	-	-	-
80-100	-	-	-	-	-
90-110	-	-	-	-	-
100-120	-	-	-	-	-
120-140	-	-	-	-	-
140-160	-	-	-	-	-
160-180	-	-	-	-	-
180-200	-	-	-	-	-

MAX SPEEDS IN GEAR



RPM in 6th at 70/80mph = 2478/2833

RESIDUALS



● Popularity of the Juke probably plays against it here: residual values are respectable but below those of rivals.

THE SMALL PRINT Power-to-weight and torque-to-weight figures are calculated using manufacturer's claimed kerb weight. © 2020, Haymarket Media Group Ltd. Test results may not be reproduced without editor's written permission. For information on the Juke, contact Nissan UK Customer Services, The Rivers Office Park, Denham Way, Rickmansworth, WD3 9YS (0330 123 1231, nissan.co.uk). Cost-per-mile figures calculated over three years/36,000 miles, including depreciation and maintenance but not insurance; Lex Autolease (0800 389 3690). Insurance quote covers 35-year-old professional male with clean licence and full no-claims bonus living in Swindon; quote from Liverpool Victoria (0800 066 5161, lv.com). Contract hire figure based on a three-year lease/36,000-mile contract including maintenance; Wessex Fleet Solutions (01722 322888).

AUTOCAR ROAD TEST No 5458

Read all of our road tests autocar.co.uk

VERDICT ★★★½☆

Impressive in some respects but outstanding in few

The Nissan Juke has mellowed and matured agreeably enough in transition to second-generation form. More important, though, it remains much the same enigmatic choice that it used to be and has gained some practicality and good manners to address the most conspicuous vulnerabilities of the original version.

Chances are that if you liked the quirky looks and youthful energy of the first Juke, you'll find the same things to like this time around. If you'll often fill those back seats with bigger children or adults, meanwhile, and have much to carry in the boot, or suffer with craggy roads close to where you live, you'll find quite a lot less to dislike about this car than you might have the previous one.

The first-gen Juke might well have got away with its paucity of crossover class competitiveness on the basis that, when it was designed, there simply wasn't a class to compete in – but that's not the case this time. Knowing as much, Nissan has made the second Juke ready to make the grade in most objectively measurable ways, although it doesn't stand out in enough respects to threaten class leadership.

Testers' notes

MATT SAUNDERS
I was never a fan of the bug-eyed, pugnacious look of the first Juke. This one appeals more to me, although I can see that it's a little more derivative. Can't imagine owners will care, though, given that it's a better car in so many ways.

SIMON DAVIS
Those 19in alloy wheels wouldn't be my first choice, even though they fill the Juke's arches quite nicely. I'd opt for something smaller in a bid to get a slightly more settled town ride. It's a touch too fidgety as is.

Spec advice

Get finance quotes for both N-Connecta and Tekna trim levels. If the difference is small and you don't mind a slightly noisy ride, treat yourself to the pricier Tekna model because the extra kit is mostly worth having.

Jobs for the facelift

- Recalibrate that engine for more progressive initial pedal response and a freer-feeling high range.
- Add a more powerful engine option.
- Investigate refinement measures to quieten the ride on those 19in rims.

ROAD TEST RIVALS

Verdicts on every new car, p82

1 VOLKSWAGEN T-CROSS 1.0 TSI 115 R-LINE
Typically classy, comfy VW has distinguishing performance, refinement and practicality.
★★★★½

2 SEAT ARONA 1.0 TSI 115 FR SPORT
Trades some of the T-Cross's space and comfort for youthful, sporty appeal. Strong value.
★★★★☆

3 NISSAN JUKE 1.0 DIG-T 117 TEKNA
As much visual attitude as before, with better space and dynamic polish. Drives well.
★★★½☆

4 RENAULT CAPTUR 1.3 TCE 130 S EDITION
We've yet to drive the latest-gen one in the UK but our European test suggests it'll be competitive.
★★★½☆

5 CITROEN C3 AIRCROSS PURETECH 110 FLAIR
Beats many on value; decent for space. Less refinement and perceived quality than in some.
★★★☆☆

	1	2	3	4	5
Price	£23,565	£22,155	£22,495	£21,795	£20,770
Power, torque	113bhp, 148lb ft	113bhp, 148lb ft	115bhp, 148lb ft	128bhp, 177lb ft	108bhp, 151lb ft
0-62mph, top speed	10.2sec, 120mph	9.8sec, 113mph	10.4sec, 112mph	10.6sec, 121mph	10.1sec, 114mph
CO_2, economy	115g/km, 45.6mpg	114g/km, 43.5-46.3mpg	118g/km, 46.3mpg	127g/km, 44.1mpg	109g/km, 41.6-51.5mpg

BEST OF BO
GU68 JFN
RE69 KOH

TH WORLDS

The mid-size SUV class could prove to be the battleground on which petrol-electric technology finally wins out over diesel. We pit four hybrid rivals against each other, and then throw in a diesel for good measure

PHOTOGRAPHY OLGUN KORDAL, WILL WILLIAMS

Some ideas take time to arrive. In 1966, Jensen's FF was the first performance car to use four-wheel drive, but it wasn't until Audi, Porsche and Lancia put their heads down almost two decades later that the industry's purveyors of speed began to take two driven axles seriously. It's been a similar story with everything from turbos to stop-start technology.

Now could be the turn of hybrid power – specifically, a plugless blend of petrol and electricity. When Toyota introduced the world's first mass-made hybrid car in 1997, it's unlikely they imagined that 23 years and a hitherto non-existent vehicle class would be needed to force the technology into the mainstream. The engineering for the Prius was so complicated that it took seven weeks to get the original prototype moving – and then only for a few hundred metres. Two years later, however, the car was in the hands of the public and returning roughly double the fuel economy of a contemporary Corolla. At that moment, and reasonably, everybody involved must have believed there would be no looking back.

But how many hybrid cars have you owned? Quite likely none, although it seems absurd to argue that hybrid technology isn't yet mainstream. More than six million examples of the Prius alone have →

been sold since 1997, and today some variation of hybrid power is offered by almost every major car maker, from Suzuki to Ferrari.

The broader sales figures tell a different story, of course, which is that widespread adoption has been slow. Last year, fewer than one in 10 cars sold in Britain used any form of electric assistance at all. And while billboards nationwide are currently saturated with adverts for 'self-charging' cars, this is more to do with an industry now desperate to sell the technology and avoid CO_2-related fines than it is with building on any pre-existing appetite.

Which brings us to Longcross Proving Ground in Surrey and four mid-sized petrol-electric SUVs. Japanese ones, specifically, hence the angry creases and unexpected curves crammed within a footprint marginally shorter (but wider) than that of the latest BMW 3 Series.

We've assembled this quartet to acknowledge the fact that in the wake of Dieselgate, hybrid may soon overtake the diesel as the default powertrain in this wildly popular class. And given it is a class in which diesel has until now dominated, that really would represent a watershed moment. You might say that hybrid technology had properly arrived. What we're therefore aiming to discover is threefold: which offers the best all-round package, how does each stack up in terms of ownership costs and does any pass muster as a truly convincing family car?

Our contenders are from Toyota, Subaru, Lexus and Honda, although it's not an exhaustive cast. Mitsubishi builds a plug-in hybrid Outlander and Nissan will finally hybridise the smaller Qashqai for the next generation, which is due next year. The Europeans have been notably behind the curve. Citroën only recently launched a plug-in hybrid C5 Aircross and Peugeot will introduce the 5008 PHEV later this year, and the premium brands have also taken their time – not that an Audi Q5 hybrid or an electrified Macan would ever need to compete with Subaru and co in terms of cost. Ultimately, for those who want to buy now at a reasonable price, the cars before you are your core post-diesel options.

Going in chronological order, you'd never guess the Lexus NX, seen here in F Sport guise and therefore fitted with firmer suspension, is by far the oldest of our quartet, at six years of age. The origami design means it's still the most outwardly desirable (or polarising), but at £42,500 perhaps it should be. That asking price means it costs roughly £4000 more than either the Subaru and Honda and £5000 more than the Toyota. Put another way, for the same outlay you could put our top-spec RAV4 on your drive with enough spare change for 42,000 miles of unleaded, according to the 48mpg WLTP economy figure, which is easily the best of our group.

In truth, price is the least of the Lexus's problems. The NX has always been a compromised car, not least because its low-speed ride often feels brittle enough to undermine the coupé-like snugness of the cabin ambience. The once advanced but now limp-feeling powertrain – a 2.5-litre Atkinson-cycle petrol engine operating in tandem with an electric motor via a CVT, with an additional and entirely separate electric motor driving the rear wheels – also at times exemplifies the dissonance we've come to dislike about hybrid technology. That is an engine speed bearing no relation whatsoever to what's happening down at road level as crankshaft revolutions are kept at optimal efficiency while the CVT modulates wheel speed. I'll accept that enthusiasts feel this more keenly than most, and the average NX owner will rarely use more than half-throttle – the point after which the undesirable effects become most noticeable – but an engine conspicuously straining at high revs hardly whispers 'premium'.

In this company it gets worse for the poor old Lexus, although the deeply bolstered seats are the most comfortable here and the cabin is not only richly upholstered but also solidly built – typical Lexus strong points. Beyond the ageing powertrain, the next issue is space, or lack thereof. As with the Honda and the Toyota, the rear seats recline, but the boot is the smallest and it has the highest lip. In terms of capacity, its 475 litres play 497 for the Honda, 520 for the Subaru and a deep but shallow 580 litres for the Toyota. Factor in the

These being staunch family options, Isofix provision matters. All four crossovers offer two Isofix points in the second row, but none manages three, as you'd find in the Skoda Kodiaq or Peugeot 5008.

"Angry creases are crammed within a footprint shorter than that of a 3 Series"

The petrol-electric vs diesel debate begins

CR-V's cabin quality is high, even next to the NX; Subaru aces utility

least intuitive infotainment system in an already weak field and mediocre fuel economy (more on which shortly), and the Lexus seems a true case of style over substance. Today's prospective hybrid crossover shopper might even sample the NX and conclude that, on the basis of its most attractive and expensive member, nothing else in this niche class would be worth consideration.

But it takes only minutes behind the wheel of the CR-V Hybrid to appreciate how big a mistake that would be. The fifth generation of the world's best-selling crossover is the first of its line to feature a hybrid powertrain, and the car feels made for it. Compared with the arrangement in the Lexus, Honda's 2.0-litre VTEC petrol engine is less directly involved, being positioned upstream of an 181bhp electric drive motor and tasked chiefly with feeding the car's generator motor, which in turn charges a small lithium ion battery. It sounds like a complicated solution but the result is a surprisingly natural driving experience reinforced by the calming ambience of an airy cabin.

Honda uses a single-speed gearbox so you get a good dose of EV-style responsiveness at low speeds, much of the time without any combustion activity at all. Ask for extra power and the system remains mild-mannered, resisting any intrusive engine flare-ups better than any other car here. →

Honda is impressively refined to drive; Subaru feels underpowered

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> The RAV4's interior sports authentic details and feels solidly put together

Forester's ruggedness will be a draw to some

At higher speeds a lock-up clutch then allows the engine to drive the wheels directly, but again this feels decently natural, and at all times you can use the paddle shifters to usefully vary the level of regenerative braking.

Overall, it's the normality of the CR-V that makes it such a strong proposition. You don't notice its objective flaws because, beyond the awful touchscreen display, it has so few. Inside, there isn't the expansive dash or the serious, perched-up driving position recognisable from larger SUVs (the RAV4 offers both), but perceived quality is high, the ergonomics are generous given the neat footprint and rolling refinement is excellent. Were you to conduct a test with blindfolded passengers chauffeured in the CR-V then afterwards in, say, an Audi A4, they would struggle to tell the difference.

The Forester strikes a different tone. It's a typically rugged, full-time four-wheel-drive Subaru effort denied arguably its most natural powertrain pairing since the brand dropped its 2.0-litre diesel boxer engine two years ago. What we have instead is the most tentative – but also the most lightweight – hybrid application in this group, with a 16bhp electric motor working alongside a naturally aspirated flat-four 148bhp petrol. But despite the welcome electric torque injection for initial throttle response, this is a slow car, and if the turbocharged Forester STI of yore was an email fired from here to there in an instant, its hybrid successor is a written letter delivered by bicycle. A quick drag race proves as much, the RAV4 edging out the CR-V with reasonable ease, with the Lexus a car length or two behind the Honda by 60mph and the straining Subaru way off the pace. The 'e-Boxer' Forester is also the least able to glide about in EV mode at low speeds and remains prone to over-revving.

However, it fights back with a surprisingly well-appointed cabin, acres of space inside and an appealing dose of good old-fashioned utility. Because of its smaller battery, how that battery is positioned and how the CVT has been redeveloped, its braked-trailer towing capacity of 1870kg easily betters that of the Toyota (1650kg), the Lexus (1500kg) and the Honda, whose 750kg potential will immediately take it out of the running for some. Admittedly, these hybrids still fail to match most diesel alternatives, but the Subaru is closest and is also the most natural off-roader, with the greatest ground clearance among the assembled and well-calibrated off-road ESP modes, although the Toyota also impresses in this respect.

And it is the Toyota that, in the eyes of Autocar readers, does most for the hybrid crossover cause, at least initially. The brutish design brings some of the toughness owners in the US currently associate with the brand thanks to models such as the Tacoma pick-up. The interior sports the sort of authentic details found in cars designed to be driven wearing →

The Toyota has an air of toughness but the Subaru is best off road

work gloves – rubber-rimmed rotary dials for the ventilation, chunky toggle switches for the seat heaters – and there's a generous array of electrical ports. The boot floor can also be flipped over for a wipe-down plastic surface, and yet, barring the occasional hard plastic panel, overall the cabin feels solidly put together for the asking price.

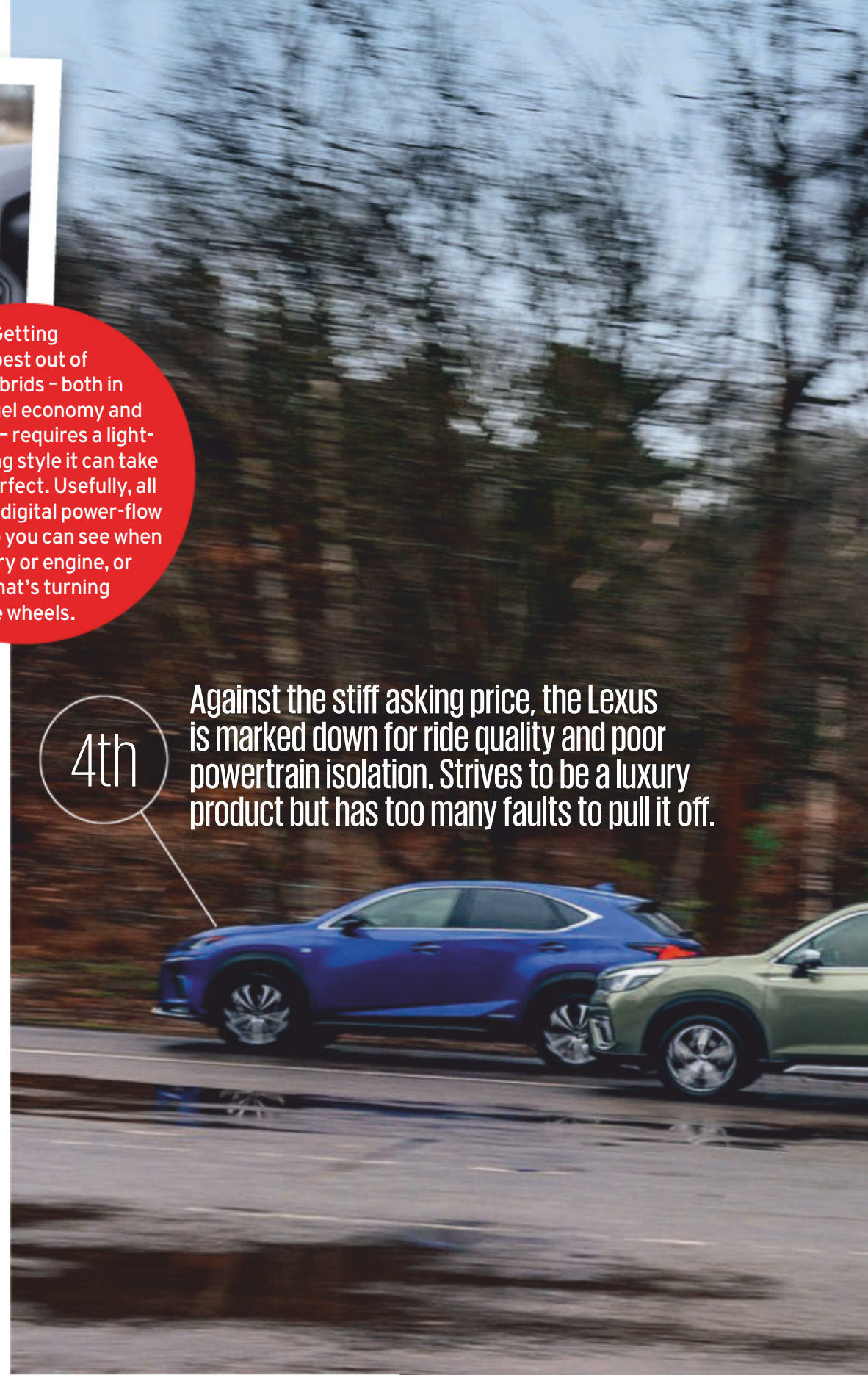
Under the skin, the latest RAV4 is also much improved. Its new platform is said to be half as stiff again as the old hardware, and it has increased ground clearance but a lower centre of gravity. Architecturally, the powertrain is recognisable as that from its Lexus corporate cousin, although crucially it's a more recent iteration and uses a nickel-metal hydride battery for better cold-weather performance. With more than 220bhp when both electric motors and the 2.5-litre engine work together, the RAV4 can also feel startlingly quick, and as with other cars that use this latest Toyota hybrid set-up (notably the Corolla), there's a much more linear nature to the power delivery. It's a much more complete product than the previous generation.

But it simply isn't as complete as the Honda. The engine grunts coarsely when cold and, while the Honda's VTEC can slip in and out of operation with barely a ripple at times, the RAV4's larger unit is far keener to make itself known. Conversely, the Toyota's body floats less at speed, it has more intuitive brakes for easier car park manoeuvring and on balance is probably the more interesting steer. Its ride lacks the CR-V's polish, though, and road imperfections more faithfully bubble up through the seats and steering, but not to the same extent that they do in the Lexus.

Getting the best out of these hybrids – both in terms of fuel economy and refinement – requires a light-footed driving style it can take a while to perfect. Usefully, all models have digital power-flow diagrams, so you can see when it's battery or engine, or both, that's turning the wheels.

However, in this class so much comes down to the cost of ownership, so it's important to note that both the Toyota RAV4 and the Honda CR-V are available in front-wheel-drive forms. In their entry-level trims, which are still decently equipped, that drops both cars to a shade over £30,000, making the pair not only comfortably the better all-rounders in this test but also potentially the most affordable. For now the RAV4 also gets extra points for its 131g/km WLTP CO_2 rating, which is an exceptional figure for such a sizeable beast and makes it the standout option if you intend to run one of these as a company car.

As for fuel economy, during an impromptu test – 15 miles in convoy around the outer track at Longcross, travelling between 30mph and 70mph – and in partial contradiction to the official figures, the Honda comes out on top, recording a strong 51.9mpg despite leading our train of cars and paying a small aerodynamic penalty for the privilege. The Toyota comes second with 46.5mpg, and the Forester and NX perform poorly, struggling to get close to 40mpg despite all cars starting the test with batteries half full. The difference between the haves and have-nots could hardly be any starker.



4th

Against the stiff asking price, the Lexus is marked down for ride quality and poor powertrain isolation. Strives to be a luxury product but has too many faults to pull it off.

Lexus's F Sport trim brings a stiff suspension set-up

So, as far as hybrids go, progress has been made, as long as you look in the right places. The Lexus rightly feels outdated and the curious Subaru underdeveloped, but the Toyota and Honda do seem to have turned a corner in terms of real-world economy and simple drivability, and the Honda builds on that with a satisfyingly pliant ride. The CR-V therefore wins, with the spacious and more characterful RAV4 a close second. The only thing that remains is to find out whether either can beat one of the best diesel alternatives in a shootout. Turn over to find out.

RICHARD LANE

3rd

Largely indefensible as for the financials, but the Forester is capable off road, inoffensive on it and practical to its core. Feels well out of its depth in terms of hybrid technology, however.

2nd

The RAV4 is likeably rugged in character and genuinely quick when needed. Rolling refinement can't match that of the Honda, but the Toyota is versatile in other ways, not least for towing.

1st

CR-V is as dull as sin but magnificently so. Cabin majors on quality and practicality, and the new powertrain is more intuitive, more efficient and stronger than most in this class.

	Honda CR-V Hybrid EX	Toyota RAV4 Dynamic AWD	Subaru Forester 2.0i e-Boxer XE Premium	Lexus NX F Sport
RATING	★★★★☆	★★★★☆	★★★☆☆	★★½☆☆
Price	£38,280	£37,490	£37,820	£42,500
Engine	4 cyls in line, 1993cc, Atkinson cycle petrol, plus electric motor	4 cyls in line, 2487cc, Atkinson cycle petrol, plus electric motors	4 cyls horizontally opposed, 1995cc, petrol, plus electric motor	4 cyls in line, 2494cc, Atkinson cycle petrol, plus electric motors
Power	143bhp (petrol engine), 181bhp (electric motors)	176bhp (petrol engine), 181bhp (electric motors)	148bhp (petrol engine), 16bhp (electric motor)	153bhp (petrol engine), 141bhp (electric motors)
Torque	129lb ft (petrol), 232lb ft (electric)	129lb ft (petrol), 232lb ft (electric)	143lb ft (petrol), 48lb ft (electric)	155lb ft (petrol), 199lb ft (electric)
Gearbox	Single-speed automatic	e-CVT	CVT	CVT
Kerb weight	1726kg	1650kg	1687kg	1785kg
0-62mph	9.2sec	8.1sec	11.8sec	9.2sec
Top speed	112mph	112mph	117mph	112mph
Economy	38.2mpg (WLTP)	47.8-48.7mpg (WLTP)	34.7mpg (WLTP)	35.3-37.6mpg (WLTP)
CO_2, tax band	168g/km (WLTP)	131g/km (WLTP)	WLTP figures tbc	177g/km (WLTP)

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DOES DIESEL DO IT BETTER?

SO, THE CR-V has toppled its compatriots and emerged victorious as Japan's leading hybrid SUV. Job well done, Honda.

The question now, then, is how does the CR-V – and specifically its conventional, non-plug-in hybrid powertrain – fit into the broader SUV class? It's a class that, historically speaking, has relied largely on good old fashioned diesel engines for the effortless torque, lower CO_2 levels and superior long-distance economy that they so often provide, so does the CR-V have what it takes to overtake diesel as the go-to powertrain choice in this hotly contested segment?

To answer that, we're rolling out a final contender. A final boss level, if you will, which seems rather fitting for a car that emerged from the same country that gave us Nintendo, PlayStation and Sega game consoles.

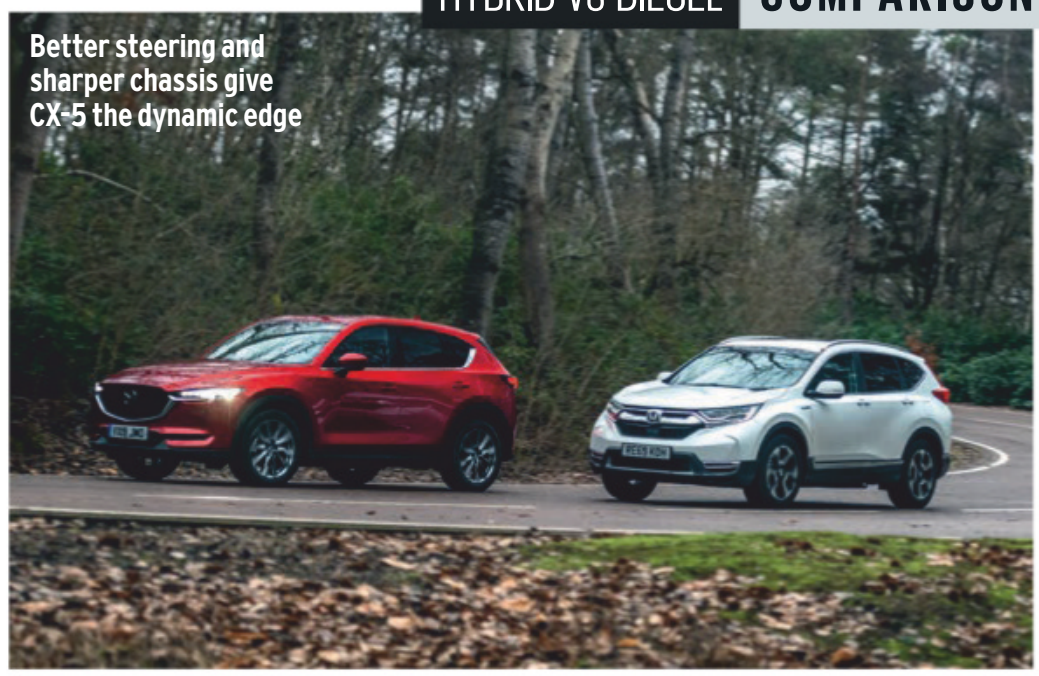
Conveniently (for the purposes of this metaphor anyway), the oil-burning Bowser that our Mario will face in this ultimate showdown also hails from Japan. The Mazda CX-5, represented here in range-topping £38,010, 182bhp, all-wheel-drive GT Sport Nav+ guise, is a car of which we're already rather fond. Its eligibility for this test was determined by the fact that it placed very highly in our SUV mega-test we ran back in 2018. It might not have won, but runner-up to the Volvo XC40 – deemed to be just a bit too compact to give it a fair shot here – is nothing to be ashamed of.

The Mazda might be more of a match for the Honda in terms of its dimensions than the aforementioned Swede, but the CR-V's boxier, more pragmatic shape sees it draw first blood on grounds of interior spaciousness. Compared with that of the handsome, sharply styled Mazda, the CR-V's cabin is an altogether airier affair – albeit one that doesn't look or feel quite as classy or neatly minimalist as that of the CX-5.

From the front seat, keener drivers may miss the more enveloped feeling that's proffered by the more focused layout of the Mazda, and what feels like a lower seating position. But if a more commanding view of the road and an amplified sense of 'big SUV' spaciousness are what you're after, the CR-V comes up trumps. This theme continues aft of the front row, with the Honda pipping the Mazda in terms of rear passenger space and boot capacity (497 litres versus 494).

The Honda scores the most points for ride comfort, too. Both cars deal with undulating surfaces with more than enough fluidity and composure, but where the Mazda can at times trip and slap its way over ruts and divots in the road (more so at low speed), it's the CR-V that best keeps its occupants at arm's length, rounding off impacts in a more mature, genteel manner. The Mazda fights back with a superior sense of handling dynamism: its excellently weighted steering provides confidence-inspiring accuracy through bends, while its slightly more focused chassis and suspension tune make for a more immediate and engaging rate of response.

Based on the above observations alone, I dare say the average punter, →



Better steering and sharper chassis give CX-5 the dynamic edge

Mazda's 2.2-litre diesel lump makes 182bhp and 328lb ft

"For a commanding view of the road, the CR-V comes up trumps"

who isn't too fussed about whether or not their next family SUV is the most dynamically involving car of its kind, would probably be sizing up the Honda as the winner of this test.

The problem is, none of the above strengths or weaknesses is really a product of either car's selected powertrain. And when you examine the means through which the Mazda and Honda both generate their motive power in order to answer the question of whether 'self-charging' petrol-electric hybrid systems have what it takes to usurp diesel, things get a bit more interesting.

In terms of straight-up usability, the superior torque of the Mazda's 2.2-litre diesel engine lends it a more effortless and urgent sense of in-gear acceleration. The instant torque-fill afforded by the CR-V's electric motor means it isn't far behind at all, but a comparatively muted throttle response hampers the Honda's effectiveness in this regard.

Admittedly, in more relaxed town environments, the CR-V is the quieter and smoother of the two on part-throttle. But hit the kick-down switch and the Hoover-like racket that erupts from the CR-V's engine bay as its single-speed auto aggressively flares the engine's revs does undo its previous efforts somewhat. It's just not quite as zen as the Mazda in this regard – and mechanical refinement hasn't always been the calling card of the CX-5's Skyactiv-D engine. Certainly not in previous encounters we've had, anyway.

So in terms of civility, performance and usability, it would seem diesel remains on top for now – if only just.

There isn't much in it when it comes to fuel consumption, either. A 15-mile economy run on the Longcross test track at typical A- and B-road speeds narrowly ended in the Honda's favour: its trip computer showed 51.9mpg versus 50.9mpg for the Mazda. Taking fuel tank size into account (57 litres for the CR-V, 58 for the CX-5), the difference in theoretical maximum range is a mere two miles. Of course, in town the Honda would be likely to outperform the Mazda, but the reverse is probably true once you hit the motorway.

What about company car tax, the area where one might think the electrified hybrid should really stand out? Well, from April, when the new, stricter WLTP-based system comes into force, someone who falls into the 40% income tax bracket would be in for a monthly saving of just £5 by opting for the Honda. Now, a saving is a saving, but that ain't much. A yearly subsidy of a single tank of fuel doesn't really seem like a dramatic enough saving to see diesel knocked off its perch.

So where does this leave us? Well, the introduction of WLTP emissions tests and the effect they'll have on how company car tax is calculated hasn't really done the conventional hybrid powertrain any favours – at

CR-V's cabin is more spacious than the CX-5's

1st

Better to drive and almost as practical as the Honda. Striking Mazda chalks up a win for diesel in this test.

CX-5 uses Mazda's previous-generation infotainment suite but, despite its age, it's streets ahead of the Honda's system. Ease of use, responsiveness and clarity are all vastly superior.

Mazda's enveloping driving position might be preferred by some

Diesel CX-5 claims a 39.8mpg average

Hybrid Honda promises 38.2mpg

RATE INFLATION

WLTP realignment has meant considerably higher CO_2 figures for all four hybrid crossovers than were previously quoted using 'NEDC correlated' calculations. In turn, that means higher benefit-in-kind rates, which is why company-car regulars might wince at some of these figures. Even our RAV4, whose unusually low CO_2 will stand owners in comparably good financial stead, will from this April cost higher-rate taxpayers £387 each month, where previously it would have cost only £300. The other models will all begin to occupy either of the very highest two BIK tax bands, making them no more desirable on paper than any other kind of crossover, except those with a plug socket and full plug-in hybrid powertrain.

Those fortunate enough to be given an allowance for their own-choice car by their employer can pay less on a monthly basis by opting for a personal contract purchase (PCP) deal. You would pay 40% income tax on that allowance (typically £10,500 for senior management down to around £4500 for junior executives) but, of our cars, the RAV4's cost would be knocked down to £299 each month – incidentally, the same amount BIK payers would have paid pre-WLTP.

	Mazda CX-5	Honda CR-V	Toyota RAV4	Subaru Forester	Lexus NX
WLTP CO_2 (g/km)	186	168	131	TBC	177
Contract hire*	£346	£396	£376	£580	£474
BIK (April 2020)	37%	36%	31%	37%	37%
Rate**	£462	£457	£387	£466	£524
PCP***	£347	£349	£299	TBC	£357

*3 years/36,000 miles **40% taxpayer ***10,000 miles/£10,000 deposit

2nd

Practical, comfortable and impressively grown-up. But the financial benefits afforded by its hybrid powertrain aren't significant enough to see the CR-V claim victory.

least not the one fitted to the Honda. Under the outgoing NEDC system, there would be a bit more daylight between the two, with the saving borne out of opting for the hybrid amounting to £94 per month for someone in the 40% tax bracket.

From April, that financial incentive will disappear. Could this mean the 'self-charging' hybrid's days are numbered? Perhaps. Perhaps they will get better. Time will tell, but I'd estimate that the latter is more likely to come to pass – especially given Japanese car makers' long-standing commitment to the technology.

In any case, there are two conclusions to be drawn from this comparison. The first is that the best hybrid SUV still isn't quite good enough to topple the best diesels from their throne. It's damn close, but the scuppering of any significant, real-world financial incentive thanks to the incoming WLTP regime means that Mario doesn't quite defeat Bowser this time around.

The second is that anyone keen to spend around £40,000 on a family SUV while simultaneously making serious tax savings will be likely to find a proper plug-in hybrid a far peachier option.

SIMON DAVIS

	Mazda CX-5 2.2 Skyactiv-D AWD GT Sport Nav+ Auto	Honda CR-V 2.0 Hybrid EX
RATING	★★★★☆	★★★★☆
Price	£38,010	£38,280
Engine	4 cyls in line, 2191cc, turbocharged, diesel	4 cyls in line, 1993cc, Atkinson cycle petrol, plus electric motor
Power	182bhp at 4000rpm	143bhp (petrol), 181bhp (electric)
Torque	328lb ft at 2000rpm	129lb ft (petrol), 232lb ft (electric)
Gearbox	6-spd automatic	Single-speed automatic
Kerb weight	1745kg	1726kg
Top speed	129mph	112mph
0-62mph	9.6sec	9.2sec
Economy	39.8mpg (WLTP)	38.2mpg (WLTP)
CO_2, tax band	186g/km, 37% (WLTP)	168g/km, 36% (WLTP)
Tax at 20/40%	£231/£462 per month	£228/£457 per month

The people's garage

A VW restoration business that was close to shutting down in the wake of a national tragedy has managed to turn its fortunes around. **Felix Page** finds out how

PHOTOGRAPHY MAX EDLESTON

It's a busy day at Jack's Garage in London's Notting Hill. On a ramp, a well-worn Mk2 Golf is undergoing an overhaul, a stripped-down Type 2 camper is being reassembled in the bodyshop and the phone is ringing off the hook. There's nothing to suggest that, just over a year ago, this classic Volkswagen specialist was nearly forced to close in the aftermath of a national tragedy.

It's difficult to ignore the 221ft shell of Grenfell Tower looming overhead. White sheeting now hides the extensive fire damage, but the legacy of what happened here in 2017 is palpable. Joseph Salama, owner of Jack's Garage for 12 years, explains how his business's proximity to the site nearly made continued operations untenable in the months after the disaster.

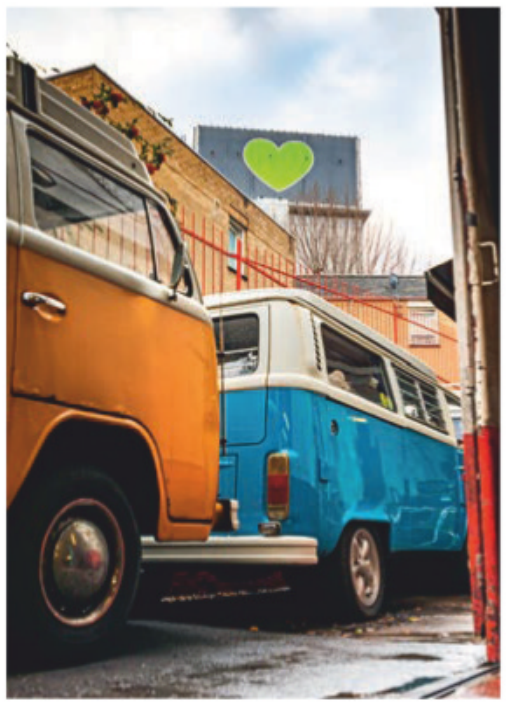
"Parts deliveries couldn't arrive, clients couldn't pick up cars and pay or drop off their vehicles," says Salama. He also recalls several incidents where he had to calm down customers who broke down upon seeing the tower. "A lot of people don't register how close we are," says Salama. "Consciously or subconsciously, if you had a choice to come into the area, the majority of people chose not to."

As Christmas 2017 neared and turnover reached new lows, Salama had to start making cutbacks. "A lot of staff left of their own accord, and I had to let a few go," he says. "The workforce more than halved – we had 14 people, now we've got seven." Two days before the shop shut for the holidays, a threatening visit from bailiffs forced Salama to forego his own salary in order to pay an outstanding energy bill. Things were not looking good, and drastic changes needed to be made.

Which brings us to the yellow Beetle convertible parked outside. To the casual observer it's a nicely restored example but, in place of the traditional air-cooled engine, you'll find the Bosch electric motor from the e-Up city car. Some will call it sacrilege, but self-confessed 'dubhead' Salama is all but converted. "The driving experience is incredibly refined – the weight distribution and handling is amazing," he says. Driving this car is "terribly exciting" and it's "bloody fast" to boot.

This electric Beetle (Salama calls this one Bumblebee, for obvious reasons) is the work of German classic car specialist eClassics, and this particular prototype – one of just 10 in existence – is here as a symbol of a new partnership between the two businesses. Following a successful pitch at last year's Frankfurt motor show, Salama has secured the rights to operate as eClassics' UK outpost and will begin selling right-hand-drive electric Beetles in the coming months. Demonstrating his enthusiasm for the project wasn't a problem, he explains, but showing that his charmingly traditional garage could deal with such future-thinking technology was a challenge.

Parked in front of Bumblebee is



Jack's Garage's bread and butter business is recovering following the Grenfell fire

Salama (right): "The ICE industry is dying"

Beetle EV conversions have VW approval

another electric Beetle, this time a homegrown effort. Once Salama's daily driver, it has been equipped with a lightly used Tesla battery pack and a universal electric motor from industrial equipment firm Curtis. "This car flies," he says, "but it's not refined." Despite its flaws, this early foray into electrification proved to eClassics that Jack's was ready to adopt a new way of thinking. "We had a steep learning curve, and I don't think they would even entertain the thought of having us as a partner if we hadn't done that conversion first," says Salama.

Now Salama can look forward to a stable and lucrative future for his business. Jack's Garage has already ordered an electric Beetle chassis from eClassics, and plans to be driving its very own demo car in the months to come. UK customers will then be able to order a ready-made example from Jack's or take their own beloved Bug in for the electric treatment. Aside from the performance and reliability upgrades that come with an electric powertrain, Salama emphasises the usability of the modernised classic, thanks to an agreement between eClassics and VW's Group Components parts arm. "If something happens, you don't have to get it recovered back to eClassics or London, you can go to any VW dealership and they'll type the chassis number into the system and access all of the components used in that build." So not only is the electric Beetle as quick and dependable as the e-Up, it's arguably equally viable as a daily driver.

That said, the insectile EV does rather command a premium over the average unconverted example. eClassics will carry out the EV treatment on a customer's car in Germany from €50,000 (£43,000), but a ready-to-rock example pushes that close to €100,000 (£86,000). That buys a fully restored Beetle with around 100 miles of electric range, regenerative deceleration functionality and a 36kWh battery pack. Added niceties include a reversing camera, sat-nav, uprated sound system and centrally mounted touchscreen. Not bad, really, considering 'dashboard padding' is the only optional extra fitted to this reporter's own classic Beetle.

So could this be the first step towards future-proofing a motoring icon? Diehard VW enthusiasts will have to overcome their loyalty to the Type 1 if so. Even Salama remarks that driving it "feels slightly sacrilegious – with the lack of noise and petrol", but notes that "there are so many of them – in terms of recycling and upcycling, this is the perfect vehicle of choice". It certainly won't boil as much blood across the classic car community as Aston Martin's electric DB4 or the Jaguar E-Type Zero, and the fact that eClassics has official backing from VW is testament to the ongoing value of the car maker's heritage. "Look at other manufacturers," Salama says. "They do one or two conversions, just as marketing tools to show they can do it. VW has taken a different route." It's worth noting that after eClassics first showed the electric Beetle to VW's top brass, it was apparently secreted to the driveway of a Mr H Diess for the weekend at his request...

Looking up as the sun passes behind Grenfell Tower, Salama explains that, in the wake of the tragedy, his focus is firmly on the future. Classic cars will still be his garage's bread and butter for now, but he notes: "If you don't move with the times, you get left behind." Just a year ago Jack's was down to a skeleton crew, but expansion is now on the cards and Salama is plotting a recruitment drive to cope with the EV conversion workload – and potentially the construction of an eClassics showroom for the UK.

Unlike many independent mechanics, Salama is embracing the challenges of electrification and is aware of the need to change our way of thinking. "The ICE industry is dying globally – and anybody in this industry who hasn't accepted that needs to re-educate themselves," he says. It's not what you might expect to hear from someone whose average to-do list includes carburettor rebuilds, exhaust welding and fuel pipe replacements, but it does offer a pretty good idea of what the future of the classic car looks like. A

DRIVING THE BUMBLEBEE

Well this is strange. There's no overpowering aroma of petrol, the door shuts on the first try and moving the gearlever is a one-man job.

Even before setting off, the eClassics Beetle has proved a much more refined steer than its conventionally fuelled counterpart, and although you still need to physically turn a key, the resulting off-beat clatter of an air-cooled boxer engine is notable by its absence.

It helps to forget the charms of the original car, but the task is made all the easier by Bumblebee's linear acceleration curve and unflappable road-holding in corners. It genuinely feels sporty; overtaking manoeuvres are dispatched in seconds and a few spirited laps of a quiet roundabout show how the effects of a 350kg weight gain are all but cancelled out by vastly improved weight distribution. The brakes – from Porsche, in the case of this prototype – are uncharacteristically effective, too. That said, the accelerator is still far too close to the brake pedal (despite the absence of a clutch), the steering wheel remains much too large for such a small car and our back-seat passenger may not walk again for several days. In short, for all its improvements, this is still a VW Beetle – and it's none the worse for that.

Brother, can you spare me an engine?

Some of the greatest driver's cars blend chassis and engine from different manufacturers. **James Mills** chooses 10 of the best

Sometimes, admitting defeat and buying in an engine is the simplest – and best – approach to creating a great driver's car.

Regardless of the genre, you'll find spirited machines that owe much to their donor engine. From exclusive brands, such as Aston Martin, to quirky innovators like Citroën, and all manner of manufacturers in between, many makers have opted for a tried-and-tested approach that, when done right, delivers an enduring car for drivers.

Here are 10 of Autocar's favourite cars with donor engines.

Ariel Atom

ENGINE DONOR HONDA

From the moment the world first clapped eyes on the unusual exoskeletal chassis of the Atom, there was no doubt that the car would be exciting to drive.

Niki Smart's handiwork was brought to fruition by former Aston Martin stylist and design lecturer Simon Saunders. And wisely, he not only chose to source a donor engine but ensured it would be a reliable one. Honda's four-cylinder VTEC engines, over time both naturally aspirated and turbocharged, were the answer. Today, the latest K20C turbocharged unit from the Civic Type R does a sterling job of scaring whichever souls are brave enough to climb aboard an Atom.

McLaren F1

ENGINE DONOR BMW

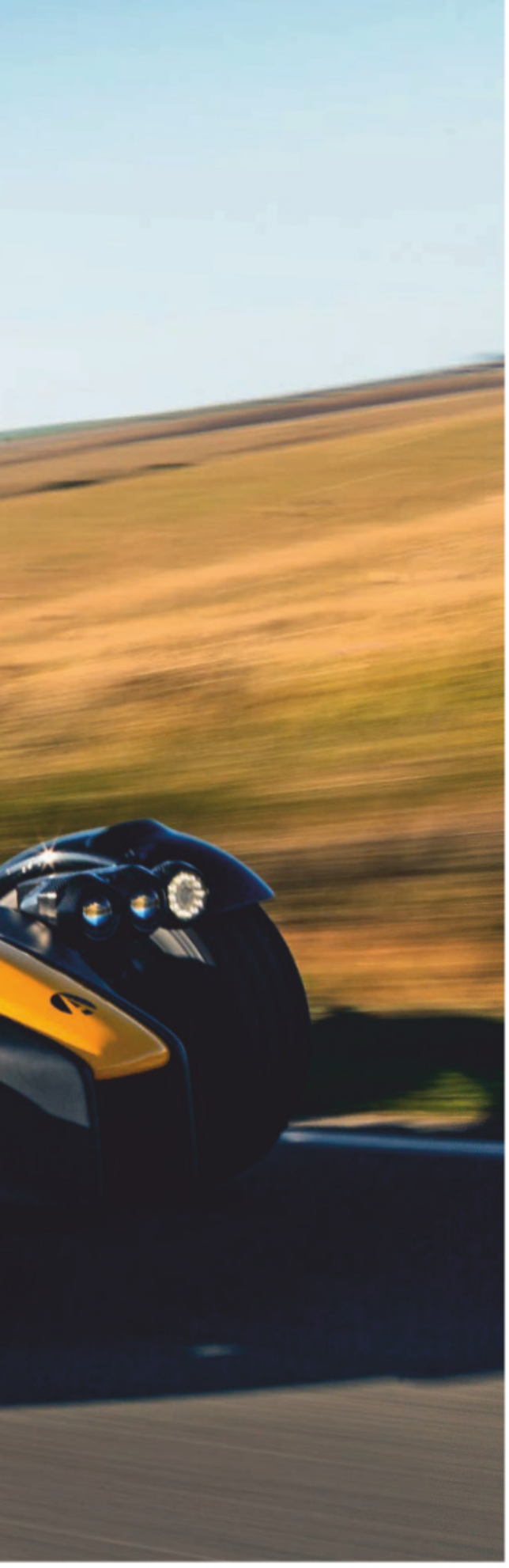
Today's McLarens have engines of the firm's own making but, for its first road car, which would be built in tiny numbers, McLaren had to buy one in. When plans for a Honda engine fell through, Gordon Murray turned to master BMW engine designer Paul Rosche and challenged him with an exacting brief. The 6.1-litre 60deg V12 was barely any larger than a 3.5-litre Formula 1 engine, and its figures were the stuff of legend at the time. Murray's next project is his T50 supercar. This time, Cosworth has the task of creating the V12.

Ford Focus ST

ENGINE DONOR VOLVO

If the first generation, ST170 version of the Focus faced one common criticism, it was that its 2.0-litre four-cylinder Zetec engine was underwhelming for a car with such a capable chassis. Ford avoided making the same mistake with its next ST by calling in a favour from then stablemate Volvo and setting to work on its 2.3-litre turbocharged five-pot.

The result was a 2.5-litre engine with variable valve timing for both cams, a lighter flywheel, revised engine mapping and just over 220bhp. It delivered the performance hot hatch drivers had come to expect, but just as significantly it introduced one of the most charismatic engine notes in the class.



TVR Griffith 500

ENGINE DONOR ROVER

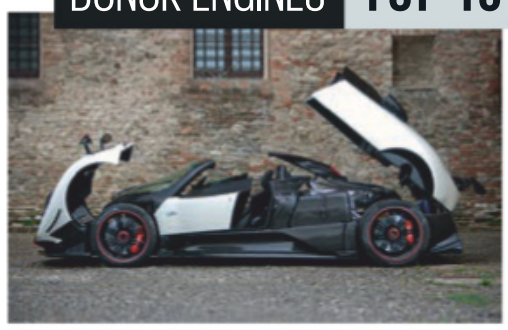
Although you can trace the Rover V8 engine's roots to the Buick 215 motor, it would be churlish not to credit Rover for giving TVR's cars the character that would go on to stand them apart from the more sensible BMWs and Porsches.

Perhaps the car most fondly associated with that engine is the Griffith 500, the most potent of the TVR range. The British manufacturer took the engine to 5.0 litres and around 340bhp – and the soapstone-shaped Griffith's bellow could drown out Brian Blessed.

Lamborghini Gallardo LP560-4

ENGINE DONOR AUDI

The shrill yelp of Lamborghini's V10 had been standing the hairs up on the back of drivers' necks since the Gallardo was launched in 2003. But it was, in Lamborghini's own words, at its limit in terms of development. For 2008, a bigger-capacity 5.2-litre V10 made its debut, and it was largely developed by Audi. A new direct-injection system helped lift power to 560bhp, and no one was heard to complain about the association with the German parent company.



Pagani Zonda

ENGINE DONOR MERCEDES-AMG

When your competitors are Ferrari and Lamborghini, you need something special in the engine department to convince prospective customers to add your supercar to their garage. Which is why Horacio Pagani turned to Mercedes-AMG and its naturally aspirated M120 V12 to power his Zonda.

Over time it would grow from 6.0 litres to 7.0 then 7.3, and would provide no less a spectacular sense of occasion than the best that the Italians could offer.

Aston Martin DB7 Vantage

ENGINE DONOR FORD

These days, 'Aston Martin' and 'V12' are as inextricably linked as fruit and nut, but in the mid-1990s the sports car maker had yet to stretch beyond six- and eight-cylinder lumps and build a V12-powered car. That would all change with 1999's DB7 Vantage.

The basis of the new V12 engine was the Ford Duratec V6. Ford owned Aston Martin through its Premier Automotive Group, and Walter Hayes, Aston's CEO, was a former Ford man who was able to smooth the way for the project to get the nod. It was built at Ford's Cologne factory, in the west of Germany, and went on to power the Vanquish, DB9, DBS and One-77 – but, unsurprisingly, it didn't feature in the Cygnet.

Ford Cortina Lotus

ENGINE DONOR LOTUS

When Colin Chapman wanted an engine of Lotus's own making to replace the Coventry Climax units, and Ford's Walter Hayes needed a hot engine to put his company on the map in motorsport, the happy result gave us the Ford Cortina Lotus, or Lotus Cortina.

The 1.5-litre, four-cylinder, twin-overhead cam unit was married to the close-ratio gearbox from an Elan, while extensive changes to the suspension, brakes and bodywork resulted in the complete package earning critical acclaim.

Citroën SM

ENGINE DONOR MASERATI

The motor industry choked on its cornflakes the morning Citroën's purchase of a controlling interest in Maserati was reported in 1968. Yes, car companies were driving forward with expansionist strategies, but this one was lost on most onlookers.

Happily, however, it resulted in the wonderfully out-there SM. It sported an advanced, lightweight, all-aluminium 2.7-litre V6, said to have been developed from Maserati's V8 in only three weeks. Whether this had any bearing on the car's dependability remains to be seen.

Caterham Seven

ENGINE DONOR ROVER

Where to start with the Caterham Seven? This is a sports car that has been through nearly as many donor engines as it has sets of tyres at drift schools and driving demo days. It started off life with the Lotus-Ford Twincam then switched to the Ford Kent Crossflow before trying motors from Vauxhall, Rover and, more recently, Ford again.

Seven stalwarts will argue over which was best until the cows come home or the roof is put back up (whichever comes first), but it was the 16-valve four-cylinder Rover K-Series motor that really put the Seven on the map by introducing it to a wider audience, especially in Superlight spec.

TOUR DE FORCE

The Rally for Heroes charity driving tour has been raising money for armed forces veterans since 2010. **John Evans** meets its founder

"I served in the Royal Signals in Sarajevo in 1995, driving along Sniper Alley in a Snatch Land Rover, and now there I was, 23 years later, driving down the same road in my Aston Martin Vantage. That was a standout moment for me."

Mick Clark is reflecting on his experiences with Rally for Heroes, the charity driving tour he created in 2010 to raise money for organisations including the Royal British Legion and Help for Heroes but which now exclusively supports SSAFA, the armed forces charity that helps current and former members of the services, their families and dependants.

The event takes place every two years and usually kicks off in London before heading across the Channel for a 10-day guided drive, taking in great roads, spectacular scenery and major cities. Sixty cars, running in groups of five with radio communication and a team leader, are permitted on each tour. Each participant pays an entry fee (this year it's £2995 for two people and includes accommodation with secure parking, event clothing and entry to a black-tie ball) but, crucially, participants must also pledge to raise at least £1500 each for SSAFA. Many raise much more.

Performance cars are par for the course

The charity's connections at the highest military and diplomatic levels ensure experiences are of the money-can't-buy variety and include police escorts and official receptions. However, so participants' heads aren't completely turned, every mile of the drive has a serious significance.

"We plan the routes to encompass a minimum of five miles for each of the 456 British service personnel

> The charity ensures that experiences are of the money-can't-buy variety

RALLY VETERANS

Driver Jim Pawson
Rally for Heroes tours 2018 and 2020
Car BMW M4 Competition

"I've always supported the military and Rally for Heroes looked fun as well as worthwhile. I raised over £4000 in sponsorship for the 2018 tour, running half marathons for the three services. Two things stood out for me. The first was the start, when we processed down The Mall in convoy, three abreast (it had been closed to other traffic). The second was when we were escorted through Bosnia by police to Mostar, where we were met by the British ambassador before driving with a police escort to Sarajevo for a huge street party."

Driver Dave Tipler
Rally for Heroes tours 2012-2020
Car Mercedes-Benz SLK 350

"I'm still serving in the Royal Air Force and also served in Afghanistan, so Rally for Heroes really struck a chord with me. I've participated in most of the Rally for Heroes tours and drive the lead remembrance car with the portraits of all 456 service people killed in Afghanistan displayed on the bonnet. I've seen the good that SSAFA can do. For example, a neighbour's daughter had cancer and the charity replaced the carpets in his house with laminate flooring so she could be treated at home on a hospital bed."

The event kicks off with an escorted drive down The Mall

SSAFA's HQ has hosted rally participants

The rallies get full armed forces support

Rally helped mark RAF's 2018 centenary

who gave their lives while on active service in Afghanistan from 2001 to 2014," says Clark. "The first drive was in 2010. We planned to take just three cars but eventually set off with 27 and raised a little over £32,000. Co-director Benn Laidler, who serves in the Royal Navy, joined me on the trip. We both knew service people who had been killed in Afghanistan, as did our operations director Steve Shaw, another Navy man, who joined us on the 2012 drive."

Since those first tours, Rally for Heroes has raised £600,000 for services charities. By the end of this year's tour it hopes to have pushed the total beyond £750,000.

However, promoting and organising the tours, attracting sponsorship (this year's main sponsor is Collins Aerospace) and ensuring the charity's fundraising goals are met has, says Clark, been exhausting – so much so that this year's drive, a 10-day European tour starting on 5 August from Dover Castle, where the first tour began in 2010, will be the last: "All good things come to an end. Since our first rally, we've taken more than 700 people and 360 vehicles over 18,000 miles, on the way to raising more than £600,000 for military charities – but it has been hard work."

Fun, too, though. Clark recalls his own cars that he's driven on the tour, including a pair of Focus STs and Audi A5s, and, for the 2018 tour, an Aston Martin Vantage.

"It was my dream car but this year I'm taking my BMW 435d which has an Autovogue conversion so it looks like an M4."

And there's a good reason for Clark choosing such eye-catching motors.

"A performance car draws a crowd at pre-tour fundraising shows," he explains. "People like to come over for a chat and to ogle the cars. On a good day, we can easily raise £1000."

Such has been the success of fundraisers like these that the 2020 drive is already filled, with a long list of reserve participants hoping some will drop out. Meanwhile, Clark can't speak highly enough about SSAFA, the charity that will benefit from all this enthusiasm.

"It's the speed with which SSAFA makes things happen that impresses us," he says. "I remember an old World War II veteran who'd been too proud to call the charity for help. He needed help to cover his bills for two months and also with updating his damaged carpets and furniture. Within a week, SSAFA had refurbished his home and paid his bills."

Rally for Heroes' final tour will pass through France and Germany en route to the Czech Republic, Slovakia and Hungary, finishing in Paris by way of Austria, Italy and Switzerland. All of the participants are promised some exceptional driving roads.

Meanwhile, Mick Clark and his team of co-founders can look back on 10 valuable years helping to improve the lives of many current and former service people in the memory of 456 of their comrades killed while serving in Afghanistan. A

To find out more about Rally for Heroes and to donate, visit rallyforheroes.com

NICK WILLIAMS PROFESSIONAL PHOTOGRAPHY (NWVT.CO.UK)

YOUR VIEWS

WRITE TO
autocar@haymarket.com

Losing touch

The new Volkswagen Golf is one of an increasing number of cars in which manufacturers have succumbed to the current fad of touchscreen controls in order to design a near-buttonless fascia. As these were introduced, motoring journalists raved about them, yet I have always wondered how this technology can possibly be safe when using a mobile phone while driving has quite rightly been banned. Now an ever-increasing number of you are starting to make the same observations, wistfully commenting that a few more physical buttons would be easier, quicker and safer to use. It's only a matter of time before there's a serious accident involving a driver trying to access a particular function on a touchscreen rather than keeping their eyes on the road. I wonder what the legal defence would be.

Rod Craig
Oxfordshire

Just like the good old days

Back in the 1980s we were frequently in the UK, using the motorways from Dover to the Midlands. We were astonished by the number of British-built cars (Morris Marina, Austin Princess, Vauxhall Viva...) on the hard shoulder either with the bonnet open or simply left there by the driver. We were also amused because, while guiding the driver with my Michelin map, I advised him "to take the next exit after five cars" or "the junction on his left after three cars". Will this scenario take place again when all of us will drive electric vehicles and many run out of juice?

Jean Bosseler
Luxembourg

Romeo and Giulia

I realise that you could have put 100 cars in your recent online article (110 Years of Alfa Romeo Greats), but there were some horrific omissions. In particular, you included the fabulous Tipo 33 Stradale, but why weren't there any of the Giulia TZ models? If I had the money, I'd buy a TZ1 or TZ2 before the Tipo 33.

Is Zagato breadvan the prettiest Alfa?

Zagato's legacy with Alfa Romeo left us with 8Cs as well, not to mention various versions of cars from the 1950s through to the 1980s, such as the Junior Zagato. I loved the article, though; my 1994 Alfa 33 1.5 was a wonderful, sonorous little car. You'd have to be inhuman not to love an Alfa, and mine never let me down!

Tim Mellor
Via email

Long gone

Having just read Steve Cropley's interesting article about MG in the 15 January issue, he might like to know that there are no longer "several hundred engineers" working at Longbridge; there was a mass redundancy last summer, leaving an administration staff of about 20. A bit remiss of [sales chief] Mr Gregorious not to mention that, I think!

Phil Turner
Via email

Minor complaints

I learned to drive back in 1977 using a 10-year-old Mini. Much loved though Minis were, piloting one involved a few compromises. Among the long list of items that didn't work properly (the door locks, the window catches, the headlights...) was the handbrake. This was so utterly ineffective that there was an exemption for it: if you were taking the driving test in a Mini, you were required to use the footbrake as backup. Every '60s Mini I drove suffered from this, and so drivers routinely sat in queues on hills with their foot on the brake. However, the good news was that this didn't matter, because LEDs lay far in the future and the two-watt bulbs with which the car was fitted were so dim that it was almost impossible to tell if they were working in sunlight. There must be a lesson in there somewhere; if only we could think what it was...

Andrew Herd
Durham

LETTER OF THE WEEK

All torque and no action

In the charge for electrification, there's a group of car users who have been forgotten. My partner has the luxury of being a 'user-chooser' (from a limited list) for her company car. This time, the all-diesel policy has been ditched in favour of a much wider choice, and we were considering an EV. However, we ended up choosing a plug-in hybrid, because we tow. Only a small trailer, and not that often – but the only EVs that are able to tow and have a reasonable range are apparently the likes of the Tesla Model X, Audi E-tron and Jaguar I-Pace.

I'm frankly surprised by this – EVs are renowned for the instant low-down torque available from rest, so I can't see why more are not towbar-capable. Leaving aside the caravan lobby, anyone who occasionally needs to do more than take a bit of garden waste to the tip or collect a wardrobe isn't being served by the EVs available, unless they can run to a price north of £60,000. I expect prices will come down in real terms as take-up improves but, even so, there will be a segment of the market reluctant to let go of their diesels.

Marc Wilson
Cheshire

WIN
Letter of the week wins this ValetPRO exterior protection and maintenance kit worth £48

ValetPRO
PROFESSIONAL VALETING SUPPLIES

Faulty alternator on your Allegro, sir?

Feeling flat

Your problems with a Mazda 3 (Our Cars, 8 January) struck a chord. We had a new CX-3 auto that let us down badly on two occasions. We called out Mazda recovery the first time it wouldn't start, but the driver would only take me and the car back to his depot. The alternative was he could use his slave battery, but I'd have to sign a disclaimer, "because doing it this way can ruin the dashboard"! That was tried and the car started, but the drive home was fraught – there was very heavy traffic on a width-restricted motorway, and we worried it would cut out. Thankfully, it didn't.

Our news editor isn't the only Mazda driver having battery bother

The second recovery was from home; the driver was better this time, taking it to RRG Mazda Stockport. On contacting them later, I was told "you must have left the dashboard on overnight"! Needless to say, I couldn't get rid of the car quickly enough.
Peter Mellor
Via email

Ford Bondeo

In response to Ben Marshall's claim that the DBX copies the front grille of the Fiesta (Your Views, 8 January), I'd point out that Ford owned Aston until not too long ago (2007) and the first Mondeo after that period (2012) had a distinctively 'Aston' face. Throw in the fact that Daniel Craig drove the previous Mondeo in Casino Royale and maybe Bond had a word... Imitation, yes, but in reverse.
Mark McCluskey
Barton-under-Needwood, Staffordshire

Must do better

I have a small difference of opinion with Mark Tisshaw over whether purists could be won over by the new Ford Mustang Mach-E (Comment, 2 January). I'm a big fan of the Mustang in all its guises and am incredibly lucky to drive a 2018 GT after a few years owning an imported 2007 model. I can't have been the only fan who was eagerly looking forward to the Mach-E, because it opened up the possibility of an EV with soul and style. However, my problem, and surely the problem of many 'purists', with what Ford then produced is that, without the badges, it could be any other SUV. It looks to me more like a Focus crossed with a Tesla Model X.

I was really disappointed that it doesn't look more Mustang-like; it should have been more along the lines of a five-door coupé, in the style of the BMW X6 but with more Mustang cues in its details. It would have been great if it had looked like a pumped-up S197, with the round headlights etc. So, I think the Mach-E is a massive missed opportunity for Ford to lure 'enthusiasts' to EVs.
Adrian Davies
Eastham, The Wirral

GREAT REASONS TO BUY

NEXT WEEK'S ISSUE

ON SALE 5 FEBRUARY

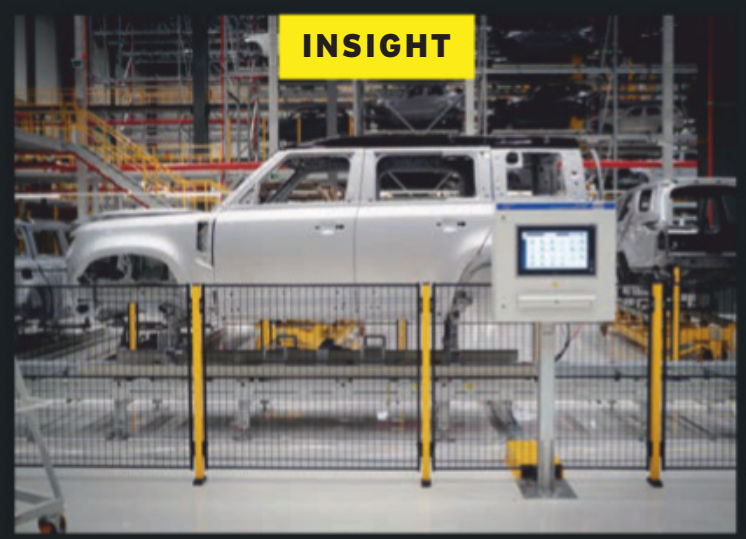
COMPARISON

New Volkswagen T-Roc R vs BMW M135i
Just how much of the Golf R's magic has rubbed off onto this compact SUV? Enough to tempt you? This twin test with a twist will tell all...

FIRST TEST

All-new Audi A3
We join the development team and get an early drive

INSIGHT



Defender in Slovakia
We head east to see the first all-new Defenders being built

EVERY WEEK

USED BUYING GUIDE

Volkswagen Golf GTI Mk2
This icon needn't be a museum piece; we detail how to buy and enjoy one

ROAD TEST

BMW M8 Convertible
New open-top performance flagship gets the full eight-page treatment

FIRST DRIVE

Vauxhall Grandland X Hybrid4
Biggest Vauxhall SUV becomes the brand's first plug-in hybrid

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CONTENTS SUBJECT TO CHANGE

OUR CARS

FEATURED THIS WEEK

MG ZS EV

PEUGEOT 508

SKODA SUPERB

CITROEN BERLINGO

TOYOTA COROLLA

VOLVO S60

SKODA SUPERB ESTATE

We all know it's a fine estate but can it hold its head high in £40k company? Let's see

FIRST REPORT

WHY WE'RE RUNNING IT

To see whether the latest Superb can cut it as an object of not only supreme practicality but also luxury

Ask the road testers of this magazine what they consider to be the greatest estate car on the planet and they'll quickly say something along the lines of 'Audi RS6 Avant', followed more cautiously by 'or a Skoda Superb'. Listen carefully and you might even hear the slight inflection placed on the second syllable of 'Superb'. Because even when you happen to be the person making the claim, it still comes as a surprise that such an outwardly unremarkable machine might be the greatest of anything at all.

But we know that the Superb is remarkable, and especially in long-bodied form. This second iteration (there was no estate variant for the original Superb, introduced in 2001) gets strong but refined Volkswagen Group engines and even more cargo potential than the Mercedes E-Class Estate – a total behemoth and the reigning capacity champ at the luxury end of the market. The latest Superb also possesses a likeably understated exterior design of sharp yet unobtrusive creases, and inside you'll find good perceived quality.

If this all seems overwhelmingly positive for what is only paragraph three of a fresh long-term test, my apologies, but I need to continue, because there is then the price. When our road testers gleefully fix their timing gear to the new RS6, there's a good chance it will explode to 100mph and back before the entry-level Superb estate can even reach 60mph, but at almost £100,000, the Skoda's big, bad, eight-cylindered cousin will cost four times as much. And that has always been the magic of the Superb estate: considering what it can do, it's exceptionally good value.

Which is where this long-term test gets interesting. Our Superb has been ordered in range-topping L&K guise, which is an all-the-trimmings specification named after Václav Laurin and Václav Klement, the men who together founded Skoda (until 1925 known as Laurin & Klement) in the Kingdom of Bohemia (today the Czech Republic) back in 1895. Equipped with a 2.0-litre four-cylinder diesel, seven-speed dual-clutch gearbox and four-wheel drive, it costs £40,295, which pushes it into the clutches of BMW's 520d estate, which starts at £41,460 in SE trim. The BMW is similarly sized, similarly powerful (184bhp plays 187bhp, in the Skoda's favour) and is an exceptionally good everyday car.

What we are therefore going to find out is whether, in 2020, Skoda can compete directly with the Bavarians, which is something that possibly hasn't happened since (and please don't quote me on this) Václav Bobek's 1100cc Skoda Supersport beat the bigger-engined Formula 2 BMW of Zdenek Sojka during the 1950 Czechoslovak Grand Prix at Brno. One imagines a few corks were popped from bottles of Bohemia Sekt that evening, and if our Superb can score a recommendation over the 520d SE, it'll be a similar story, albeit one unfolding at Skoda's UK public relations offices in Milton Keynes.

One thing in the Skoda's favour

Photogenic looks are one thing but its 4x4 will prove more useful

> “What we are going to find out is whether, in 2020, Skoda can compete directly with BMW”

Interior positively bristles with kit in top-spec L&K trim

Long wheelbase, decent tyre sidewalls and adaptive dampers soak up jagged roads

SECOND OPINION

When you consider this car's spec and capability, £40,000 doesn't feel unduly expensive in objective terms. It's subjectively that the sometimes cold Superb could come unstuck compared with a BMW 5 Series, of which even the most basic versions ride and handle with a finesse that any enthusiast can appreciate. That said, the effortless way in which the Skoda's suspension lowers the rear axle down from sleeping policemen is nothing less than sublime. **RL**

is that it is positively overflowing with kit, much of it genuinely useful. Take, for example, the flashlight and 12V adaptor I've already found in the boot, and the umbrella compartments in the front doors. The 'key' features list runs the length of an A4 page but, as far as we're concerned, the most important elements are the adaptive cruise control, 10-speaker Canton sound system, 9.2in touchscreen display, matrix LED headlights and rear parking camera (useful because the car is longer than a VW Passat, although shorter than an Audi A6 et al). We'll touch on items such as the 'virtual pedal', voice command and park assist, and their usefulness or otherwise, in future reports. Meanwhile, elements such as the privacy glass, gloss black interior inserts and scrolling indicators are a matter of personal taste. My opinion is this L&K looks like a car most of us would be proud to own.

However, if the Superb estate really is to box above its traditional utility division, ride comfort and rolling refinement will need to play the biggest part. Further to this, with so much equipment to transport and the need for that transport to double up as a stable platform from which to shoot car-to-car 'tracking' shots on the move, automotive photographers like myself crave cavernous estates with a magic-carpet ride.

In this case, my first impressions have been very good, the combination of Skoda's non-Sport chassis, adaptive DCC dampers and the long wheelbase generating pliancy that easily betters many cars with expensive air suspension. In an era when you can find 19in wheels even on a supermini, the Superb's unique (and somewhat inelegant) 18in Propus Aero alloy wheels also look a wise decision, and with such big wheel arches to fill, there's plenty of sidewall to absorb tired British roads. Admittedly, go too fast and the vertical control movements seem to pay homage to Citroën's egg-caressing 2CV, but it's a worthwhile compromise and with DCC there's always the option of firming up the suspension when I'm in a rush. Which, in fairness, is more often than not.

Take it as read, then, that our new Superb will prove useful in the months we have it. Early indications are that its diesel engine is also capable of delivering excellent fuel economy, so for motorway driving, it seems to be just the ticket. But are its formidable kit list and attempted air of luxury enough to tempt us away from more aristocratic rivals? We'll soon find out.

OLGUN KORDAL

TEST DATA

SKODA SUPERB 2.0 TDI 190 L&K DSG 4x4 ESTATE

Price new £40,295 **Price as tested** £41,845 **Options** Integrated towbar £805, Business Grey metallic paint £595, temporary spare wheel £150 **Economy** 41.0mpg **Faults** None **Expenses** None

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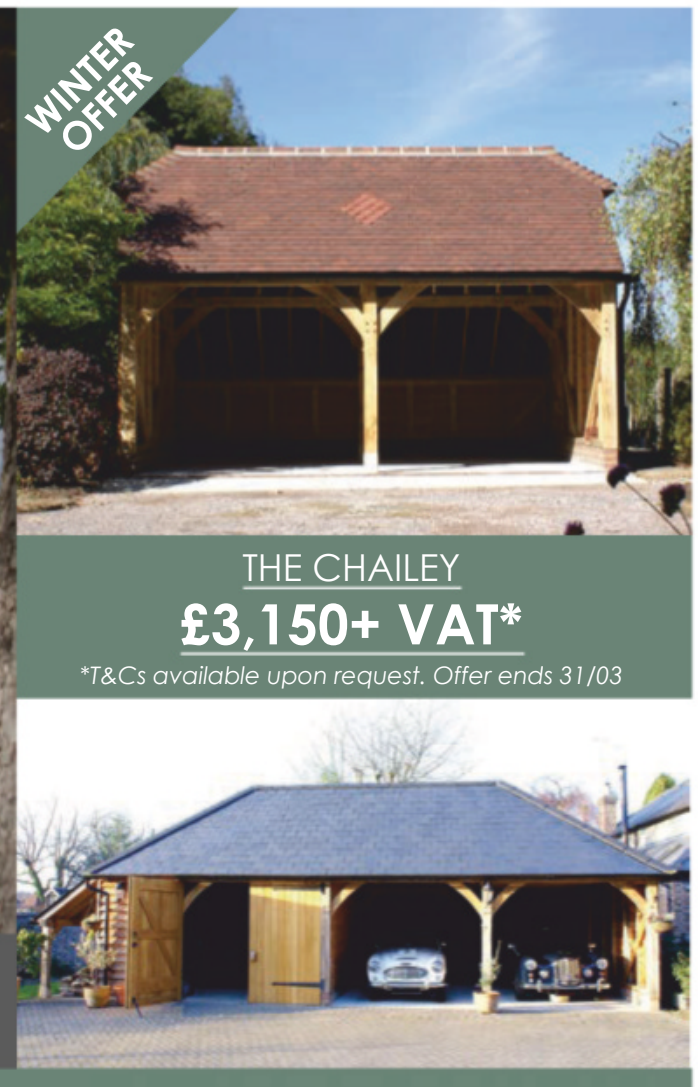

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M99 SDH	£150	VFZ 262	£250																				
P23 SDW	£150	VHZ 228	£250																				
CV06 SEB	£150	VIL 3232	£250																				
N777 SEC	£150	S2I WAC	£150																				
PI2I SER	£150	L700 WAR	£150																				
T944 SET	£150	NII WET	£150																				
R22 SFB	£150	WEZ 987I	£250																				
TII SFH	£150	WFZ 404	£250																				
SHZ 359I	£150	WHZ I0I9	£250																				
SIG I452	£100	WHZ I09I	£250																				
SIG I659	£150	WJZ 227	£250																				
SIL I7I4	£250	AI6 WMR	£150																				
P23 SJE	£150	R50 WRH	£150																				
P26 SLA	£150	RI2I WYN	£150																				
P29 SMM	£150	XBZ 338	£250																				
NI2I SMW	£150	XFZ 744	£150																				
Y47 SOO	£150	YCZ 448	£250																				
PII SPF	£150	YDZ 633	£250																				
T55 SPM	£150	YFZ 353	£250																				
T400 SSA	£150	YJZ 622	£250																				
SUI I224	£250	YKZ 242	£250																				
P888 SUL	£150	YKZ 554	£150																				

SIMILAR REGISTRATIONS WANTED FOR IMMEDIATE PURCHASE

PEUGEOT 508 SW

Stylish estate proves its worth as city slicker and holiday-season mile eater

MILEAGE 5500

WHY WE'RE RUNNING IT
To see if Peugeot's smart new generation of 508s really do offer a viable alternative to premium rivals

The festive season is always a baptism of fire for a new family car, and standout good looks weren't going to get our 508 SW out of any train station shuttle runs or refuse centre visits.

But before filling the boot with badly wrapped board games and biscuits and setting sail from south London for the annual family get-together, I wanted to see if it's still possible to use a car of this size in a congested city. First impressions? Not bad at all. It's easy to be daunted by the 508's long, squat stature, big overhangs and limited rear visibility, but at no point did it feel cumbersome – even when parallel parking on narrow streets or wriggling out of high-kerbed car parks.

Initial concerns regarding that narrow rear windscreen were abated by the excellent reversing camera, which switches seamlessly between bird's-eye and 180deg views for a confidence-inspiring inspection behind. The rear parking sensors are a bit keen – even stressfully so in some instances – but being able to deftly slot the 508 into the tightest of spaces is little short of physics-defying. Not even a side-by-side comparison with the parking aids in an Audi A6 Avant could cast a shadow over the Peugeot.

It's hardly a small car but the 508 SW takes city living in its stride

The Pug's electronics weren't always my friend, however. Like the tech-sharing DS 7 Crossback we ran last year, there are a number of assistance programmes that frustrate and annoy when you're just trying to drive. It's almost standard practice when driving the PSA Group's new models to deactivate the overbearing lane-keep assist function (forget and you'll be harshly reminded when merging onto a motorway), but it was the hazard warning alarm that really made life difficult in the 508. A loud 'bong' sounds when entering the vicinity of a speed camera, traffic light or other piece of road furniture that you really should be aware of anyway, and then again once you've passed it. Obviously it sounded every 30 seconds in more built-up areas, making this is a 'safety feature' that might distract rather than protect. Several minutes trawling through the vehicle's settings elicited no solution, but colleagues who suffered the same experience in other PSA models showed me the off switch: weirdly, it's buried in the sat-nav settings.

For the most part I got on with Peugeot's i-Cockpit set-up, but did once find myself enduring three minutes of Ed Sheeran when changing the radio station was going to take too much focus off the road.

Away from London the 508 came into its own as a stylish and surprisingly engaging alternative to rivals from Skoda, Volkswagen and Ford. Its rakish, muscular stance (and probably its relative rarity) won several second glances from pedestrians, and passengers praised its comfortable, roomy cabin. A well-cushioned secondary ride – largely a by-product of our test car's generous tyre sidewalls – ensured that coffee cups retained all their contents even on Kent's most neglected stretches of Tarmac, and even my tallest friends were comfortable in the back in spite of the sloping roofline.

I did, however, struggle to reconcile the luxurious cabin and svelte styling with the powertrain's agricultural nature. At idle the 1.5-litre diesel throbs and rumbles like a tractor and doesn't really have the low-down torque to justify a bit of roughness when getting off the line. Similarly, gearchanges are a far less elegant affair than might be expected at this price point. The eight-speed auto hangs on to gears just that bit too long at low speed before dropping too suddenly into the next ratio. I stopped noticing after a while, but at least two of my festive season co-pilots said they felt a bit queasy after a long-ish jaunt. I wonder if the new plug-in version might go some way towards rectifying some of these low-speed quibbles.

FELIX PAGE

LOVE IT

DESIGN
How many other £30,000 family cars do you turn to look back at when walking away?

LOATHE IT

ENGINE
It's slow and noisy – the BlueHDi 130 oil-burner tarnishes the luxury experience.

TEST DATA

PEUGEOT 508 SW BLUEHDi GT LINE
Price £32,280 **Price as tested** £33,435
Faults None **Expenses** None
Economy 35.0mpg **Last seen** 22.1.20

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10 YVA £1695

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TOYOTA COROLLA

Weekend in the city reveals super strengths – and clear flaws

MILEAGE 5400

WHY WE'RE RUNNING IT
To find out if it can cut it with the best in the fiercely fought family car class

January is the longest, poorest and dreariest month of the year, so you have to make your own fun to help the time pass by that bit quicker. Fortunately, our Toyota Corolla has taught me one of the cheapest and most addictive games I've ever played with a car.

The hatchback's 'self-charging' hybrid powertrain shuts down its 2.0-litre petrol engine provided there's enough charge in the battery (generated during deceleration and braking) and you're gentle enough with the accelerator, leaving you with 107bhp of electrickery to play with.

Once accustomed to this, I spent the weekend engaged in a fight to keep the speedometer's little green EV icon illuminated and the rev counter showing a pleasing 0rpm. It was addictive, albeit more so for economical rather than ecological reasons following the festive break.

My best electric-only speed so far is 26mph (no mean feat inside the M25), and I've done the length of my local high street without so much as a puff from the exhaust. I averaged 46.7mpg over a weekend's driving in mostly quite heavy traffic – far better than I managed in similar conditions with our Mazda 3, suggesting that car's Skyactiv-X compression ignition technology has a way to go before it can tempt buyers away from hybrids. It's no wonder that seemingly every fifth car in London is a Corolla or a Prius: there's no disputing that this system's split personality can save a cabbie hundreds a year in fuel costs.

It's not all silence and swiftness, however, because the serenity of the electric ride is highlighted by the contrasting coarseness of the engine when it cuts in. It's more noticeable from cold, but an idle speed of around 1700rpm has a tendency to grate during lengthy stops at traffic lights.

You also have to contend with the droning e-CVT gearbox, which is cleverer and more compact than a conventional automatic but clashes harshly with the Corolla's soft primary ride and linear acceleration.

The engine's relative punchiness does go some way to abating my guilt for occasionally reverting to internal combustion. There's plenty of low-end torque to play with, and I reckon it could keep the average driving enthusiast occupied for longer than the Corolla's focus on practicality and eco-mindedness would suggest. Credit must also go to the nicely weighted steering, which inspires absolute confidence at low speeds and helps with avoiding potholes.

The perfect urban car, then? Not quite. The infotainment system is counterintuitive to the point of being infuriating. Aside from the fact that the touchscreen is angled away from the driver, the interface is clunky and it takes far too long to input addresses and access different keyboards.

Happily, the interior is otherwise a lovely place to pass time. Visibility is excellent, thanks to the low window line and high roof, while the front seats are well bolstered, comfortably shaped and fantastically heated, if you so wish (I always do).

There was one seating issue, mind: even with the rear bench folded flat, the armchair I bought online couldn't be squeezed into the boot – although that says a lot more about my terrible judgment of size than it does the car.
FELIX PAGE

Seats exceed expectations; boot doesn't

LOVE IT
POWER SURGES
Temporary electric propulsion comes as a sweet relief in town.

LOATHE IT
INFOTAINMENT
Difficult to reach and to read, the touchscreen can be very irritating.

TEST DATA
TOYOTA COROLLA 2.0 HYBRID EXCEL
Price new £29,075 **Price as tested** £29,870
Faults None **Expenses** None
Economy 45.7mpg **Last seen** 8.1.20

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OUR CARS

Volvo S60

MILEAGE 1803 **LAST SEEN** 22.1.20

One of the most useful of the S60's many features is the ability to switch between adaptive and passive cruise control. The former is perfect for slow traffic, but I prefer the latter on freer-flowing motorways, because it removes your right leg from a stress position. It's smoother, too, because you never suffer that sudden braking when the sensors detect the rear of the vehicle you're overtaking. **JD**

Citroën Berlingo

MILEAGE 17,113 **LAST SEEN** 8.1.20

Being a photographer, I'm normally pretty security-conscious. But while emptying the Berlingo of my gear after a recent shoot, I didn't notice a backpack that had fallen into a rear footwell. By the time I returned in the morning, someone had smashed a side window and made off with it, leaving a million bits of glass strewn inside. It's now being repaired. **LL**

MG ZS EV

MILEAGE 1647 **LAST SEEN** 22.1.20

I don't regularly need rear seats, but there have been no complaints on the few occasions that someone has jumped in the back of the ZS. It's really rather roomy, both for heads and feet. A lot of models that offer engine and electric power compromise on passenger space to make room for batteries, but MG has avoided this problem. **TM**

James Ruppert

THE HIGH PRIEST OF BANGERNOMICS

A high-mileage Jaguar XF is worth a look at £6990

GOING THE DISTANCE

It's time to embrace the allure of high-mileage motors

It was good to hear from Richard as he lit the blue touchpaper on one of my favourite topics. He's driving a 2014 Volvo V60 D4 SE Nav Lux. It was a fleet car that he bought a year ago with 85,000 miles on the clock and a full service history. The car has covered another 10,000 miles since and now he's looking to trade up to an SUV. His question: "Would it be sensible to sell the car before 100,000 miles or is there very little difference in value at these high mileages?"

As we all know, cars with six figures under their wheels can be perfectly reliable. However, the perception of many buyers is that a car that has done in excess of 100,000 miles is worn out. So if you want to sell, even though the actual value is very similar, it's best to do so sooner rather than later. Quite simply, Richard's Volvo is more saleable with 95,000 miles on the clock than it is with 100,000. What this flags up is that there should be some great high-mileage bargains out there.

Jaguars always go off the boil in the used car market and depreciate attractively thereafter, so I find myself drawn to a 2015 XF 2.2D SE. Here's a one-owner example with a main dealer service history and another fettling about to be carried out. Seems like the perfect large saloon and it has 128,000 miles on the clock. That shouldn't be anything to worry about and it comes with a big-name warranty, so its £6990 asking price seems like excellent value.

Small cars can take big miles, especially when they are made by Honda. That's right: a Jazz isn't just for the fortnightly supermarket cat-food run. Here's a 2014 1.4 i-VTEC ES Plus that has covered an impressive 129,000 miles, in tip-top condition and at an independent dealer for just £2999. That's a bargain for someone after a small family car.

For a bit of fun, how about an Alfa Romeo with a six-figure mileage? Not as rare as you might imagine. A 2014 Mito 1.6 JTDM Sportiva with 104,000 miles, and fitted with sat-nav, cruise control, a Bose sound system and funky 18in alloys, has an asking price of just £2999.

> "Small cars can take big miles, especially when made by Honda"

Let's finish with a high-mileage premium flourish: a 2014 Audi A3 2.0 TDI SE Sportback. This has 180k miles, all backed up with a main dealer history including a recent cambelt. What's significant here is that this is a one-owner example, which, allied to the complete history, makes it a very safe buy. And the price – £4750 – seems fair enough for a premium family car finished in fashionably white paintwork. The mileage really is irrelevant – in a few years' time, you will still get a few grand for it with 200,000 up.

Should Richard sell his V60 before 100k miles? Probably, yes

WHAT WE ALMOST BOUGHT THIS WEEK

MITSUBISHI CARISMA 1.9 DI-D ELEGANCE 5DR

Jokes about Mitsubishi's bland mid-noughties hatch have long been exhausted, leaving only a good-value runabout with the legs for longer trips. The Di-D diesel was solid if unremarkable while Elegance trim wants for little. Here's a tidy, one-owner 1994 car with 130,000 miles and full history, for just £895.

TALES FROM RUPPERT'S GARAGE

MILEAGE 103,016

LAND ROVER SERIES 3

The Lorry has been working hard into the new year and never fails to start and stop and do its stuff. However, the weak link is the owner. I mean, what twit-face would lose the keys? There are so many keys – each lock has its own one, plus the padlock on the spare and the padlock on the fuel cap, and yet another for the storage box under the front seat. The thing is, they have been lost somewhere on the compound, so one day an archaeologist may come across them. The spare set featured a broken plastic part of the ignition key, currently all held together by a ring of steel.

READER'S RIDE

BMW Z3

You might remember a few weeks back when we highlighted the appeal of the BMW Z3, and this inspired Steve to show us his. It's a 1997 Z3 2.8 auto with 66k miles and a full service history, and Steve's partner has owned it from new. They love the car but it's time for a change and, although I don't want to turn Reader's Ride into a classified, they are open to offers. If you want to make contact, drop me a line.

READERS' QUESTIONS

QUESTION Looking at private-sale used cars during the dark winter evenings makes checking the bodywork difficult. Any solution?
Kevin Simmonds, London

ANSWER I remember a buyer coming to view my black Zafira 2.2i, a former rental car that, given its low price, I suspected had been pranged before I bought it at nine months and 4000 miles old. It was a midweek evening in winter. I suggested he view it in daylight but he said a petrol station forecourt would be fine. He was right. The bright lights revealed every blemish and he knocked my price down handsomely. Try it for yourself. **JE**

QUESTION I've seen a used Peugeot iOn for sale. Would it be a sensible first EV for my wife, who doesn't travel far?
Colin Stewart, via email

ANSWER You're not the only buyer interested in the small iOn and its sister car, the Citroën C-Zero. The trade guide Cap reports rising values for the two models – from around £6000 two years ago to a barely credible £11,000 today. It's not the most sophisticated car – a Renault Zoe is better – but if you're determined, go for one with the battery included rather than leased. We found a 2012-reg example with 44,000 miles for £6950. **JE**

SEND YOUR USED CAR TALES TO ✉ james@bangernomics.com **AND READERS' QUESTIONS TO** ✉ autocar@haymarket.com

AS GOOD AS NEW

SKODA SUPERB ESTATE

The oldest current cars have now dropped to £5500. **John Evans** has the lowdown

Have an estate, will fill it. Have a Superb estate and you'll struggle to. Skoda's wagon is that big – a giant of a thing with a 1950-litre load bay that dwarfs even the Mercedes-Benz E-Class's business end. Put the rear seatbacks upright and there's plenty of occupant space as well.

The current model, a sleek-looking affair, was launched in 2015 and facelifted in 2019, when it appeared to move even more upmarket thanks to extra kit, additional chrome detailing and fancier trims, plus the availability of a plug-in hybrid version. The Superb can be had with a seven-speed DSG automatic or six-speed manual gearbox.

Prices for the first 2015 cars start from around £5500 for 100,000-mile 118bhp 1.6 TDI diesels in basic S trim, peaking at about £17,500 for 148bhp 2.0 TDI diesels or one or two of the rare 2.0-litre petrols. The sweet spot is around £14,000 for a 2017-reg 2.0 TDI SE with 40,000 miles, although don't dismiss the 1.6 TDI, which is responsive enough for most needs. There's a more powerful 187bhp 2.0 TDI but it offers no real benefit over the 148bhp engine save for a useful 44lb ft of additional torque, which, if you're a caravanner, is handy.

As for the petrol versions, if your mileage is only average and you don't think you'll miss a diesel's additional mid-range pull, they're worth considering. The 148bhp 1.4 TSI and the later 1.5 TSI, both with cylinder deactivation, are pleasant things, especially hooked up to the smooth-shifting DSG 'box, and you may even see up to 50mpg lightly loaded. The 123bhp engine is a little underpowered.

The two more powerful and rare 2.0-litre petrol engines, both available with four-wheel drive, are fun but, when new, stretch the Superb's value argument to breaking point. However, as used cars, they're more appealing. For example, a 2016/66-reg 218bhp 2.0 TSI SE L Executive DSG with 50,000 miles is around £14,500. Meanwhile, a 50,000-mile 2016/65-reg 276bhp 2.0 TSI DSG 4WD in top-spec Laurin & Klement trim comes in at £17,500. It's quick – 0-62mph takes 5.6sec – but juicy (typically 31mpg).

Five trims beckon but we rate mid-range SE (it also comes in Technology and Business flavours). SE L Executive ups the ante, with features such as larger alloy wheels, bi-xenon headlights and leather seats. It's about as plentiful as SE and, if you look around, there's only £200 or so between them in price, like for like.

Since not everyone needs or even likes an estate, we ought to mention the Superb hatchback. If you don't need the wagon's load volume, you might be fine with its 625-litre boot or 1760-litre load space. It's a touch cheaper than the estate, too, and shares the same engines and trims. It has been called a Mercedes S-Class for the masses, which is stretching it, but with the adaptive dampers at Laurin & Klement level, it does have something of the luxo barge about it.

TOP SPEC PICK
LAURIN & KLEMENT
This is where the Superb lives up to its name with features such as tri-zone climate control, adaptive dampers, heated seats all round, a powered bootlid and a self-parking mode.

Its 4.86m length makes a 1950-litre load bay possible

FAMILY SUVs BEST LEASE DEALS

AUDI Q5 40 TDI QUATTRO S LINE S TRONIC
£2447 deposit, £408 per month, 48 months, 10,000 miles per year
A classy all-rounder that's quiet, practical and desirable. Handling? A little anodyne but material quality and driving refinement are outstanding.

BMW X3 xDRIVE 2.0D M SPORT AUTO
£2160 deposit, £360 per month, 48 months, 10,000 miles per year
A mid-range SUV with genuine handling appeal. Add near-Q5 levels of fit and finish and this BMW runs the Audi very close. If only it were a little more refined when pushed and better equipped as standard.

JAGUAR F-PACE 2.0D 163 PRESTIGE
£2480 deposit, £413 per month, 48 months, 10,000 miles per year
For Jag's first SUV effort, the F-Pace is a stunner with great looks, remarkable handling and plenty of cabin space. For the follow-up, we'd like to see sweeter diesel engines, a smoother gearbox and a more polished ride.

NEED TO KNOW

- On DSG models, listen out for a metallic squeal as the gearbox changes up from first to third. The issue was a 2017 service advisory.
- Check there are no warning messages about the front assist system, which can need recalibrating – expensively.
- Economy-oriented Greenline versions have standard-fit stop/start ignition, brake energy recovery and longer gear ratios. Their low-rolling-resistance tyres are expensive and used ones are unlikely to still be wearing them.
- From 2017, most 1.4 TSI engines had the 148bhp version but S-spec cars made do with the 123bhp unit. Don't get caught out.
- For a sportier drive, check out Sportline models, introduced in April 2018 with lowered sports chassis and an XDS electronic differential lock.

OUR PICK

SUPERB 2.0 TDI 150 SE
This mid-level spec has everything you need and no more, including mid-sized alloys, climate control, rear parking sensors and an 8.0in touchscreen, and the mid-power 2.0 TDI engine is just the job.

WILD CARD

SUPERB 2.0 TSI 280 DSG L&K
A rare motor and for good reason, being expensive new and thirsty, but as a used car, its blend of depreciated price, hot-hatch performance and practicality may just win you over.

ONES WE FOUND

- 2015 Superb 1.6 TDI S, 96,000 miles, £5990
- 2016 Superb 1.6 TDI SE Business, 115,000 miles, £7250
- 2017 Superb 2.0 TDI 150 SE Technology, 70,000 miles, £11,990
- 2018 Superb 1.5 TSI SE DSG, 13,000 miles, £16,795

It prioritises comfort over sportiness, as befits a big estate

Roomy interior is provisioned well for the typical outlay

LAND ROVER DISCOVERY SPORT 2.0 D150 2WD SEVEN-SEATER
£2194 deposit, £366 per month, 48 months, 10,000 miles per year
Genuine 4x4 capability, seven-seat practicality on most versions and higher riding than most rivals, the Discovery Sport is a family SUV to be reckoned with.

SKODA KODIAQ 1.5 TSI SE L SEVEN-SEATER
£1515 deposit, £253 per month, 48 months, 10,000 miles per year
Cheapest SUV here feels far from cheap in the metal. It's well screwed together and features seven seats. It may lack the balanced handling and ride quality of premium offerings but think what you're saving.

MERCEDES-BENZ GLC 220D 4MATIC AMG LINE AUTO
£2160 deposit, £360 per month, 48 months, 10,000 miles per year
A luxurious and well-appointed interior are the GLC's hallmarks and, on optional air suspension, it's about the most comfortable SUV in this round-up.

For more lease deals, visit whatcar.com

BUY THEM BEFORE WE DO

TOTALLY AB FAB SWEDIE

Volvo S60 R £5750

The understated performance saloon and estate are intriguing concepts and we've assembled a few here, starting with the S60 R. It was launched in 2003, powered by a 296bhp five-cylinder 2.5-litre engine driving all four wheels using a Haldex coupling. Most have a Geartronic automatic gearbox that restricts the engine's torque output in first and second gears. The later six-speed manual is the one to have – if you can find one.

An unyielding ride and an outright shortfall in performance blunted the S60 R's appeal when new. However, performance enthusiasts regard the model more fondly today, delighting in its rarity, charismatic engine note and comfortable, feature-rich cabin.

Inevitably, there are a few things to look out for. The four-wheel drive system can become two-wheel drive without you realising. (If you can rotate the propshaft without the rear wheels turning, it's disconnected.) The electronically controlled dampers can fail, too, but much worse is the possibility of the cylinder liners being cracked, although tuned cars are most prone.

Scrutinise all workshop receipts to establish who did what and when. The R is a special beast that requires regular, expert attention. Even simple things like the spark plugs have to be just so.

There are a handful of S60 Rs for sale, ranging from around £2500 to £7000, with safe bets somewhere around £5000. Our find is a 2003-reg auto with one previous owner and full Volvo service history. Immaculate and fully loaded, it has done only 83,000 miles. It's a rust-free, right-hand-drive import.

JOHN EVANS

RWD 417BHP M3 BAITER

Lexus IS F £17,985

This plain-looking BMW M3 chaser is powered by a 5.0-litre V8 producing 417bhp and 372lb ft of torque. Drive goes to the rear wheels via a clever eight-speed auto and 0-62mph takes 4.8sec. Our find is a 2010-reg with 69,000 miles and full Lexus history.

ZOOMY, ROOMY WAGON

Volkswagen Passat 3.6 R36 DSG 4Motion estate £10,995

And you thought the Passat was as exciting as an office water dispenser. In fact, this R36 version is good for 0-62mph in 5.8sec thanks to its 296bhp V6 engine and four-wheel drive. Our example is a 2008-reg estate with 84,000 miles.

KEEN BUY FOR KEEN DRIVERS

Skoda Superb 3.6 Elegance DSG 4x4 estate £6495

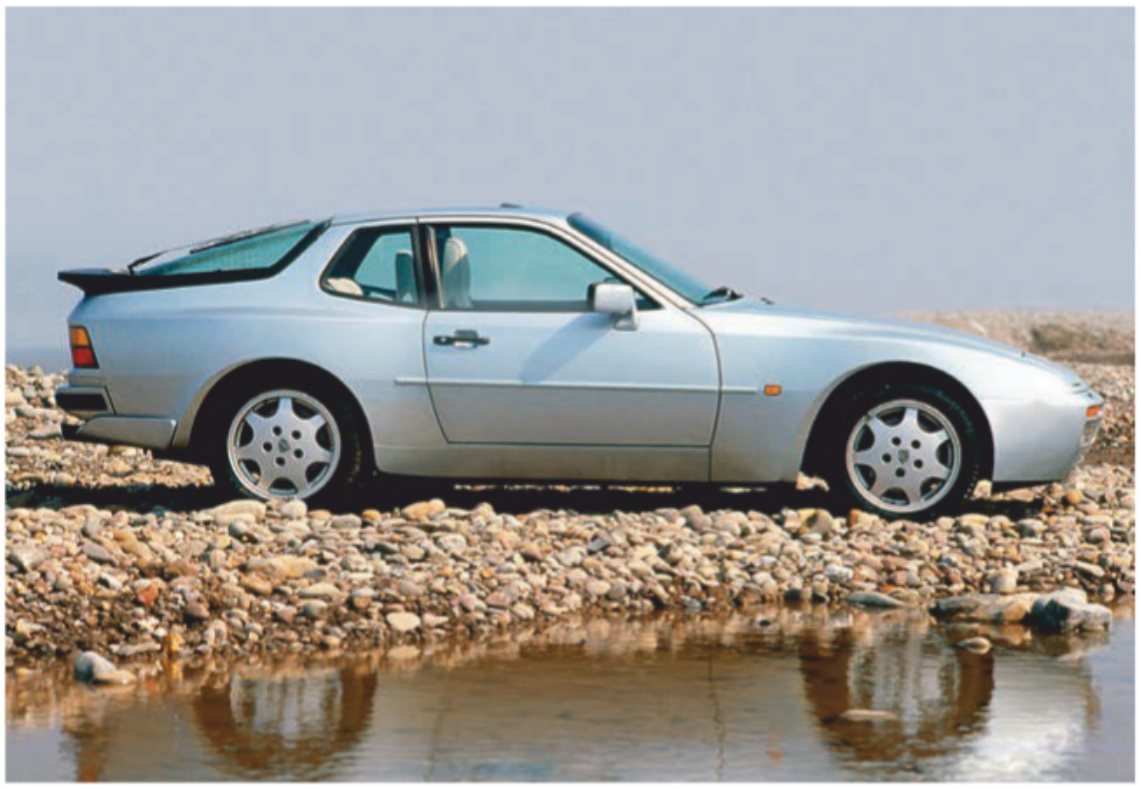
Powered by a detuned version of the VW Passat R36's V6 engine (256bhp here, for 0-62mph in 6.5sec), this Superb is essentially the same car under the skin but with more space. It's also better value. This one is a 2010-reg with 60,000 miles.

WILD CARD

Vauxhall Vectra 3.2i V6 24v GSi auto 5dr £1189

Vauxhall has form with quick repmobiles. Remember the Cavalier 2.5 V6? This later Vectra 3.2i V6 has 210bhp for 0-62mph in 7.0sec. It's a front-driver but the chassis is well sorted and it steers well. Just over £1k buys a 2003 car with 113k miles.

AUCTION WATCH



PORSCHE 944 TURBO

Everyone likes a Porsche Turbo. Cayennes are cheapest, with prices starting at around £5000, but you can pick up 924 Turbos (see overleaf) from £8000. Then there's the 996-generation 911 Turbo, prices for which start at around £23,000. In between is the 944 Turbo, priced from £10,000, although at this money you need to be very cautious. For £5000 more, you could be in a one-owner 1987-reg 944 Turbo with 95,000 miles, a car we saw advertised (but with no mention of service history). Alternatively, how about an immaculate 82,000-mile 1991-reg example with full Porsche and specialist service history that went under the hammer recently for £21,400?

FUTURE CLASSIC

Nissan 370Z Nismo Price £18,500

We may not regard modern-day Zeds in the same light as the Datsun 240Z and 260Z but, then again, a generation raised on Need for Speed may think differently. Indeed, in 2008, Nissan and PlayStation launched the GT Academy to find two gamers to race a real 350Z. Since then, the model has been superseded by the 370Z. The Nismo version, launched in 2013 and powered by a 339bhp 3.7-litre V6, is our pick for a gamer's classic. New, it costs £40,370, but we found a 2016-reg car with 46,000 miles for less than half that.

CLASH OF THE CLASSIFIEDS

USED CAR DESK DOES BATTLE

BRIEF

Find me a soul-stirring Alfa for £5000.

Alfa Romeo Brera 3.2 V6 £5000

Alfa Romeo GTV 3.0 V6 £4000

MARK PEARSON Some time back, just before the Black Death, I bought my first car, an Alfasud, and I liked it so much that I went on to buy the Sprint version next. Other Alfas followed, as did inevitable bankruptcy, but nothing can replace the thrill those old cars brought. This awesome GTV captures that Alfa magic entirely: it's great to drive, wonderful to look at and deliciously quirky, and this beautifully kept 1999-reg 3.0 V6 is in perfect nick, with a full history and a low mileage. What you got, Max?

MAX ADAMS That was a wonderful trip down memory lane, but it doesn't change the fact that my newer Brera (2006 and also with a stout V6) is by far the better choice. It has had fewer owners for starters and an extensive engine overhaul by a well-regarded Alfa specialist, plus it has four-wheel drive so it won't obliterate its front tyres like your GTV will.

MP I think you'll find you've picked the one Alfa nobody likes, other than the Arna.

MA I think you'll find the Brera is an Alfa through and through, unlike that ghastly rebadged Nissan. I can't believe you'd compare my beautiful choice to that!

MP I'm afraid only one of these two was called a mini-Ferrari, and only one is a future classic...

VERDICT

A tough choice but the GTV wins by a nose – a very pretty nose. **JOHN EVANS**

HOW TO BUY A

PORSCHE 924

Van engine
A variant of the 924's 2.0-litre engine powered the Volkswagen LT van.

THE ONLY WAY IS UP

The 924 is an entry-level Porsche that you can currently buy for an entry-level price – but they won't remain bargains for long. **John Evans** has a closer look

A Porsche 2+2 coupé for £5000? In these times of rampant classic car inflation, it's hard to believe something so desirable is available for such little money. Well, perhaps not desirable for diehard Porsche fans for whom '924' is code for a stillborn Volkswagen, but for the rest of us this is the real deal.

The 924 arrived in 1976 and helped to steady Porsche's ship. Today your £5000 buys a basic model registered in 1984, with around 65,000 miles, a 123bhp 2.0-litre engine and a full service history. The car we have in mind is being sold privately, which means you can quiz the owner on its history and day-to-day reliability. Then all aboard for an extended test drive so you can monitor engine temperature and oil pressure, feel for looseness in the suspension and check for oil leaks. If it's sound, buy it.

The thing is, with prices of its bigger-brother 944 rising, a good 924 won't be this cheap for much longer. But for now you can buy cheaper still: how about as little as £3850 for a 1988 924 S owned by a doctor for the past 17 years and with loads of history, or £4500 for a 1983 2.0-litre auto with just 53,000 miles and, again, stacks of history? Around £8000 buys some very nice 924s, and north of £12,000 the very best.

That comment about the 924 being a stillborn VW is a reference to its origins when, in the early 1970s, VW and Audi asked Porsche to help them develop a 2+2 sports coupé using their 2.0-litre engine. Porsche was developing the 928 behind the scenes and some of that experience found its way into the 924, with its front-mounted engine and rear-wheel drive with transaxle for good weight distribution and sporty handling. Squint and you can even see the 928's shape in the new tiddler, and the 944 that followed it.

Then cue the oil crisis and VW went cold on the idea, handing Porsche the project which became the 924 we know today. It was launched in 1976 with a water-cooled 2.0-litre engine producing 123bhp and a four-speed manual or three-speed automatic gearbox. The public loved it, praising its looks, handling, build quality and economy. From day one, the 924 was never really about straight-line performance.

In 1978 a five-speed manual gearbox became an option, but the big news in 1979 was the arrival of a turbocharged version with 168bhp. There are a handful around, including an example of the much-improved Series 2, with 174bhp and improved turbo cooling. It's a 1982-reg car with 110,000 miles, on the market for £8500.

The 924 S arrived in 1985 with improved handling and a detuned 2.5-litre engine from the 944 producing 148bhp, increased to 158bhp in 1988, the model's final year of production. In between times there were specials including the Martini Championship Edition and the Carrera GT, but today it's a tidy 924 S you want to pin your hopes on. Its value is only going one way.

Early 924s had a 123bhp 2.0; late Ss got a 158bhp 2.5

The 924 isn't rapid but it is well balanced and has good handling

> "How about as little as £3850 for a 1988 924 S owned by a doctor for the past 17 years?"

HOW TO GET ONE IN YOUR GARAGE

An expert's view

DAVID HITCH, RPM SPECIALIST CARS

"We get a couple of 924s through the workshop every month and people love them. I ran a 2.0 as my company car when I worked at a Lotus dealer in the 1980s and loved it. It was reliable and fun to drive. Today, cooling issues and oil leaks are the things to watch out for. People remove the thermostat on the 2.5 to make it run cooler but we have a fix that sorts it. Tappets rattle from cold but often it's just an oil circulation problem that a drive around the block will sort. Prices have been low for years but the 924's day will come as the 944 moves beyond reach."

Buyer beware

■ ENGINE

Look for leaks from the oil filter and check the oil feed pipe under the cam cover. Expect a puff of oil smoke on start-up but none when warm, when oil pressure should be 2-3 bar at idle. Make sure the fuel pump is secure and that fuel lines and fuel tank are sound. Check the engine temperature gauge works and scrutinise the radiator for stone damage. Watch for blue exhaust smoke on turbos. Service intervals are every 6000 miles and a cambelt change every 40,000 miles or four years. A vibration from idle to 1200rpm could be a broken engine mounting.

■ ELECTRICAL

Check the power leads – from battery to starter motor, for example – and the battery tray, which corrodes, allowing water into the fuse box. Make sure the headlights rise and fall.

■ GEARBOX

Look for oil leaks from the rear main seal. The change action is laborious but beware anything obstructive.

■ SUSPENSION AND BRAKES

Unless recently seen to, bushes and dampers will be tired. Expect 25,000 or so miles from discs and pads.

■ BODY

Early cars were only part-galvanised so check for rust. Check the sills for filler and the body for signs of poor repairs. Make sure hatch and sunroof seals are sound.

■ INTERIOR

Feel for damp carpets in the footwells. Check for cracks in the dashboard top and tears in the seats. If you can shake the steering wheel, change it.

Also worth knowing

Some of the 924's crucial electro-mechanical controls are showing their age now, such as the airflow meter on the 924 S, for example. Specialist Porsche parts supplier FrazerPart can supply a remanufactured one for £222. It can also test and remanufacture the ECU on your S (standard 924s don't have them), prices starting at £420.

How much to spend

£3750-£4999

Tidy 123bhp 2.0-litre cars; a mix of manuals and automatics.

£5000-£7999

Mainly 924 Ss ranging from 40,000-100,000 miles. Some very nice examples at this price point.

£8000-£9999

Even better examples of the S, some described as 'showroom' condition. Includes a couple of Turbos, too.

£10,000-£14,999

Few cars in this range but would have to be very good in any case.

£15,000-£23,000

The best 924s from here, including a couple of low-mileage Ss with Porsche dealers and a lone GT Martini Championship edition.

One we found

PORSCHE 924 S, 1985, 94,000 MILES, £6495

An early, rust-free S with main dealer history until 2012 and 90,000 miles. Has had three non-specialist services since. Check cambelt, brake fluid and coolant changes were carried out.

Thanks to Max Schenker (frazerpart.com), David Hitch (rpmspecialistcars.co.uk), porsche924.co.uk, porscheclubgb.com

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AVAILABLE NOW!

ROAD TEST RESULTS

Facts, figures, from the best road tests

No one produces as thorough a judgement on a new car as Autocar. As well as acceleration, braking, fuel economy and noise tests, we carry out benchmark limit-handling tests, setting lap times if appropriate. But we don't just drive at the track, essential as it is for finding the limits of performance. We also drive on a wide range of roads. Where we have tested more than one model in a range, the rating is for the range overall. Where a model within the range meets our coveted five-star standard, it is highlighted in yellow.

» **30-70MPH** Indicates overtaking ability through the gears.

» **50-70MPH** Recorded in top gear (*kickdown with an automatic) and demonstrates flexibility.

» **FUEL ECONOMY** Figures quoted are the average and touring fuel economy as tested. The touring figure is representative of a 70mph cruise on a typical UK motorway. For electric cars, the figures quoted are for the same average and touring test schedules but are expressed in miles per kWh†. **Denotes mpkg (miles per kilogram) for hydrogen-powered fuel cell vehicles.

» **BRAKING 60-0MPH** Recorded on a high-grip surface at a test track.

» **MPH/1000RPM** Figure is the speed achieved in top gear.

Make and model	Top speed	0-60mph	0-100mph	30-70mph	50-70mph	Braking 60-0mph	Power (bhp)	Torque (lb ft)	Mph/1000rpm	Mpg or equivalent; test average/ touring	Weight (kg)	TEST DATE
ALFA ROMEO												
Giulia 4dr saloon ★★★★½												
Quadrifoglio	190	4.5	9.2	3.2	10.3	2.57	503	443	38.7	34/49	1580	29.3.17
Stelvio 5dr SUV ★★★½☆												
2.2D 210 Milano	134	6.8	20.6	7.0	7.3	3.01	207	347	41.3	38/50	1659	3.1.18
Quadrifoglio	176	4.0	9.4	3.3	5.9	3.31	503	443	36.4	22/32	1931	9.1.19
4C 2dr coupé/convertible ★★★☆☆												
Spider	160	5.1	12.4	4.0	5.8	2.97	237	258	29.6	32/44	940	27.1.16
ALPINA												
B3 Biturbo 4dr saloon ★★★★½												
B3 Biturbo	155	4.7	10.3	3.8	6.8	2.9	404	443	41.5	27/35	1610	29.8.13
ALPINE												
A110 2dr coupé ★★★★★												
Premiere Edit'n	155	4.7	10.8	3.8	6.5	2.6	248	236	28.1	28/46	1103	16.5.18
ARIEL												
Atom 4 Odr open ★★★★★												
4	162	3.2	6.9	2.4	3.5	2.59	316	310	24.5	27/39	680	9.10.19
Nomad Odr open ★★★★★												
Nomad	125	4.5	12.7	3.9	7.7	3.10	235	221	26.7	–/–	735	24.6.15
ASTON MARTIN												
Vantage 2dr coupé ★★★★½												
V8	195	3.7	8.3	3.0	10.5	2.7	503	505	42.6	18/25	1720	23.5.18
DB11 2dr coupé ★★★★½												
Launch Edition	200	4.0	8.4	3.0	10.1	2.6	600	516	46.2	24/34	1910	21.9.16
Rapide 4dr saloon ★★★★☆												
Rapide S	190	5.3	11.3	4.3	8.3	3.0	550	457	33.6	19/23	1990	20.3.13
DBS Superleggera 2dr coupé ★★★★★												
DBS Superl'era	211	3.7	7.4	2.7	9.5	2.5	715	664	42.7	19/26	1910	21.11.18
AUDI												
A1 Sportback 5dr hatch ★★★½☆												
35 TFSI S line	137	7.9	22.0	8.4	8.6	2.7	148	184	27.6	38/57	1209	2.10.19
A3 4dr saloon/3dr/5dr hatch ★★★★☆												
RS3 Saloon	155	4.0	9.9	3.5	9.0	2.7	394	354	33.7	29/35	1515	6.9.17
A4 4dr saloon/5dr estate ★★★★☆												
2.0 TDI S line	147	8.4	22.2	7.3	11.2	3.1	187	295	37.1	45/50	1940	4.11.15
S4 TDI	155	4.6	11.5	4.1	–	2.87	342	516	50.2	29/54	1871	18.9.19
RS4 Avant	155	4.0	9.6	3.5	11.0	3.0	444	443	38.4	24/37	1790	14.2.18
A5 2dr coupé/convertible ★★★½☆												
S5	155	4.9	11.7	4.4	9.7	3.0	349	369	40.5	26/33	1615	11.1.17
A5 Sportback 4dr saloon ★★★½☆												
2.0 TFSI S line	155	5.7	15.1	5.3	17.2	2.5	249	273	42.2	30/41	1535	8.3.17
A6 4dr saloon/5dr estate ★★★★☆												
40 TDI S l'e Avant	149	8.4	22.6	7.5	–	3.1	201	295	51.0	39/50	1710	14.11.18
A7 Sportback 5dr hatch ★★★½☆												
50 TDI Sport	155	5.8	14.9	5.3	–	2.8	282	457	49.0	29/53	1880	11.7.18
TT 2dr coupé/convertible ★★★★☆												
RS	155	3.6	8.4	3.0	7.8	2.7	394	354	35.1	27/37	1440	7.12.16
E-tron 5dr SUV ★★★★½												
55 quattro	124	5.4	13.7	4.2	2.5*	2.91	403	490	–	2.3/2.9†	2569	26.6.19
Q2 5dr SUV ★★★★☆												
1.4 TFSI Sport	132	8.1	23.9	8.2	9.8	2.7	148	184	29.4	45/56	1265	9.11.16
SQ2 quattro	155	4.5	11.6	4.1	9.2	2.72	296	295	33.4	27/35	1530	20.3.19
Q5 5dr SUV ★★★★☆												
2.0 TDI S line	135	8.3	26.4	8.5	14.7	3.1	187	295	42.0	37/43	1770	15.3.17
SQ5 quattro	155	5.5	13.7	5.0	11.1	2.6	349	369	45.2	26/32	1870	21.6.17
Q7 5dr SUV ★★★★☆												
SQ7 4.0 TDI	155	5.1	12.6	4.4	7.0	2.9	429	664	47.6	24/38	2330	26.10.16
Q8 5dr SUV ★★★★☆												
50 TDI S Line	152	6.9	19.1	6.6	10.1	2.8	282	443	44.9	29/40	2285	26.9.18
R8 2dr coupé ★★★★☆												
V10 Plus	205	3.1	6.7	2.6	5.7	2.8	602	413	26.8	15/23	1555	30.12.15
BENTLEY												
Continental GT 2dr coupé ★★★★½												
W12 First Edition	207	3.6	8.1	2.9	8.9	2.8	626	664	52.4	20/26	2244	2.5.18
Mulsanne 4dr saloon ★★★★☆												
6.75 V8	184	5.7	13.7	4.8	2.8*	2.6	505	752	44.8	18/21	2745	21.9.11
Bentayga 5dr SUV ★★★★★												
W12	187	4.9	11.6	4.4	8.7	3.0	600	664	48.2	20/25	2440	18.5.16
BMW												
1 Series 5dr hatch ★★★★☆												
118i M Sport	132	8.2	24.2	7.9	13.9	2.75	138	162	–	37/53	1431	30.10.19
2 Series 3dr coupé/convertible ★★★★½												
220d C'vble	140	8.5	24.7	8.4	9.0	2.1	187	295	34.5	50/53	1610	1.4.15
M2	155	4.4	10.3	3.6	6.2	2.6	365	343	33.7	31/37	1595	15.6.16
2 Series Active Tourer 5dr MPV ★★★★☆												
218d Luxury	129	8.9	26.5	8.7	12.1	3.0	148	243	40.4	42/56	1450	24.12.14
3 Series 4dr saloon/5dr estate/5dr hatch ★★★★½												
320d M Sport	149	6.9	19.8	6.8	13.2	2.54	188	295	43.0	47/63	1639	15.5.19
330d xDrv M Spt	155	5.5	14.5	5.2	12.7	3.31	262	428	48.9	42/53	1922	15.1.20
4 Series 2dr coupé ★★★★☆												
435i M Sport	155	5.5	13.2	5.2	6.3	2.7	302	295	28.2	28/37	1585	18.9.13
M4	155	4.1	8.8	3.2	6.1	2.4	425	406	34.0	29/36	1585	9.7.14
5 Series 4dr saloon/5dr estate ★★★★½												
520d M Sport	146	7.4	21.3	7.4	14.3	2.7	188	295	42.2	40/52	1635	31.5.17
M5	155	3.3	7.5	2.7	8.9	3.1	591	553	41.1	22/28	1855	18.4.18
6 Series GT 5dr hatch ★★★½☆												
630d xDrv M Spt	155	5.9	15.7	5.4	7.6	2.8	261	457	50.2	40/54	1880	8.11.17
7 Series 4dr saloon ★★★★☆												
730Ld	153	6.4	17.1	6.0	8.2	3.1	261	457	50.2	40/49	1795	11.11.15
8 Series 2dr coupé ★★★★☆												
840d xDrive	155	5.0	12.8	4.6	8.6	3.05	315	501	46.5	40/49	1901	16.1.19
i3 5dr hatch ★★★★☆												
1.3S Range Ext	99	7.7	–	6.6	4.0*	3.0	181	199	–	2.6/34†	1385	21.2.18
i8 2dr coupé ★★★★½												
i8	155	4.5	10.6	3.7	3.3	2.8	357	420	33.3	50/40	1560	17.9.14
X1 5dr SUV ★★★★☆												
xDrive20d xLine	136	8.2	24.2	8.0	11.8	2.8	187	295	35.1	43/49	1625	14.10.15
X2 5dr SUV ★★★½☆												
M35i	155	5.0	12.7	4.5	11.1	2.74	302	332	37.4	31/42	1668	25.9.19
X3 5dr SUV ★★★★☆												
xDrive20d M Spt	132	8.3	26.6	8.6	17.5	3.3	188	295	41.2	37/49	1825	17.1.18
X4 5dr SUV ★★★☆☆												
M Competition	155	4.0	9.1	3.3	20.1	2.65	503	443	43.3	23/29	2028	13.11.19
X5 5dr SUV ★★★★☆												
xDrive30d M Spt	143	6.6	18.9	6.6	15.1	3.36	261	457	47.1	35/43	2279	2.1.19
M	155	4.2	9.8	3.5	10.2	2.8	567	553	42.3	21/26	2350	13.5.15
CATERHAM												
Seven 2dr roadster ★★★★☆												
620S	145	3.8	9.2	3.2	5.7	2.7	310	219	21.2	25/29	610	9.3.16
CHEVROLET												
Corvette 2dr coupé ★★★★☆												
Stingray	181	4.4	9.4	3.3	11.7	2.3	460	465	48.4	22/33	1539	8.10.14
CITROEN												
C3 5dr hatch ★★★½☆												
P'tech 110 Flair	117	9.6	36.6	9.4	10.5	2.6	109	151	27.0	47/62	1050	28.12.16
C3 Aircross 5dr hatch ★★★½☆												
P'tech 110 Flair	115	11.5	36.4	10.7	12.3	3.5	109	151	27.5	35/39	1159	7.3.18
C4 Cactus 5dr hatch ★★★☆☆												
1.6 BlueHDi 100	114	11.8	41.2	11.7	7.2	2.9	99	187	36.1	47/62	1225	16.7.14
C5 Aircross 5dr SUV ★★★½☆												
BlueHDi 180	131	9.0	25.6	8.5	–	2.83	174	295	40.1	37/48	1540	13.2.19
CUPRA												
Ateca 5dr SUV ★★★½☆												
2.0 TSI 4Drive	153	4.9	12.3	4.4	9.4	3.03	296	295	33.8	29/37	1615	23.1.19
DACIA												
Sandero 5dr hatch ★★★☆☆												
1.2 75 Access	97	15.3	–	17.6	23.0	3.0	74	79	20.3	32/38	941	27.2.13
Duster 5dr hatch ★★★★☆												
SCe 115 Comfort	107	13.1	–	12.5	23.9	2.9	113	115	24.0	37/42	1179	22.8.18
DALLARA												
Stradale Odr roadster ★★★★½												
Stradale	165	3.7	9.2	3.4	3.1	2.39	395	369	26.4	26/30	987	16.10.19
DS												
3 5dr hatch ★★★½☆												
BlueHDi 120	118	9.9	32.2	9.4	11.1	3.1	118	210	36.4	59/67	1150	23.3.16
3 Crossback 5dr SUV ★★★☆☆												
Puretech 155	129	8.8	24.6	8.3	14.9	2.90	153	177	32.7	41/49	1205	10.7.19
4 Crossback 5dr hatch ★★★☆☆												
BlueHDi 120	117	12.0	48.8	12.3	18.0	2.9	118	221	36.7	49/50	1290	6.1.16
7 Crossback 5dr SUV ★★★½☆												
Puretech 225	141	8.6	20.2	7.0	15.1	2.9	221	221	34.0	35/45	1425	19.9.18
FERRARI												
488 GTB 2dr coupé ★★★★★												
488 GTB	205	3.0	5.9	2.0	3.7	2.43	661	561	28.9	–/–	1525	25.5.16
488 Pista	211	2.8	5.6	2.0	4.8	2.34	710	568	28.9	17/26	1465	7.8.19
812 Superfast 2dr coupé ★★★★☆												
F12 Berlinetta	211	3.1	6.2	2.2	4.9	2.6	789	530	30.0	–/24	1630	25.7.18
FIAT												
Panda 5dr hatch ★★★★½												
4x4 Twinair	103	14.6	–	15.8	16.0	3.0	84	107	20.8	37/44	1050	17.4.13
500 3dr hatch ★★★★☆												
Abarth 595	130	7.5	20.1	6.4	7.0	2.8	158	170	23.9	34/39	1035	26.2.14
Tipo 5dr hatch ★★½☆☆												
1.6 M'jet Lounge	124	9.6	31.6	9.8	8.7	2.9	118	236	35.0	49/62	1295	2.11.16
Abarth 124 Spider 2dr roadster ★★★★☆												
124 Spider	144	6.8	18.6	6.5	6.5	2.8	168	184	25.2	35/45	1060	22.3.17
FORD												
Fiesta 3/5dr hatch ★★★★☆												
1.0T Ecoboost	122	9.6	28.1	9.6	13.2	3.2	123	125	29.3	42/52	1147	9.8.17
Fiesta ST 3/5dr hatch ★★★★½												
ST-3 1.5 T Ecb'st	144	6.6	16.2	5.7	6.4	2.7	197	214	26.0	38/48	1187	15.8.18
Focus 5dr hatch ★★★★½												
1.5 Ecob't 182PS	138	8.9	22.8	7.8	10.0	2.35	180	177	26.9	30/44	1417	20.2.19
ST	155	6.1	14.1	4.9	6.1	2.70	273	310	27.2	32/41	1433	11.9.19
RS	165	5.3	13.9	5.3	6.9	3.5	345	325	27.3	28/37	1599	4.5.16
S-Max 5dr MPV ★★★★☆												
2.0 TDCi T'ium	123	10.5	32.0	10.4	13.9	2.5	148	258	39.5	44/46	1725	26.8.15
Mondeo 4dr saloon/5dr/estate ★★★★☆												
2.0 TDCi	130	10.0	28.8	9.4	12.7	3.1	148	258	38	53/56	1597	14.1.15
Mustang 2dr coupé ★★★★☆												
5.0 V8 GT F'back	155	5.2	11.6	4.2	9.4	2.7	410	391	35.1	19/25	1720	24.2.16
Bullitt	155	5.2	11.2	4.1	10.7	2.7	453	390	37.4	21/33	1782	5.12.18
Ecosport 5dr SUV ★★½☆☆												
1.5 TDCi	99	14.3	–	15.2	14.4	2.7	89	151	28	39/48	1384	3.9.14
Kuga 5dr SUV ★★★★☆												
2.0 TDCi	122	10.9	44.2	11.8	7.4	2.6	161	251	31.6	34/39	1707	13.3.13
Ranger 4dr pick-up ★★★★☆												
Raptor	106	10.5	37.7	10.5	–	3.46	210	367	41.1	24/33	2516	28.8.19
HONDA												
Civic 5dr hatch ★★★★☆												
1.5 i-VTEC Turbo	126	7.8	19.3	7.0	8.7	2.7	180	177	26.6	39/49	1357	19.4.17
2.0 Type R GT	169	5.7	12.5	4.4	6.1	2.8	316	295	25.4	29/43	1380	25.10.17
Clarity FCV ★★★★☆												
Clarity FCV	104	9.0	29.2	8.3	5.3*	2.9	174	221	na	51/72**	1872	12.7.17
CR-V 5dr SUV ★★★½☆												
1.5T EX CVT AWD	124	9.2	26.1	8.4	5.2*	3.3	190	179	39.5	32/38	1669	7.11.18
NSX 2dr coupé ★★★★½												
NSX	191	3.3	7.3	2.6	4.3	2.7	573	476	35.8	25/32	1725	5.10.16
HYUNDAI												
i10 5dr hatch ★★★½☆												
1.0 SE	96	14.7	–	16.2	19.9	2.9	65	70	20.0	44/51	925	29.1.14
i20 5dr hatch ★★★★☆												
1.4 SE	114	12.2	42.4	12.1	17.3	3.0	99	99	21.8	43/54	1060	7.1.14
i30 5dr hatch/estate ★★★½☆												
i30 N	155	6.4	14.8	5.6	6.1	3.1	271	260	27.4	31/43	1478	27.12.17
1.4 Premium SE	129	9.5	28.9	9.7	10.9	2.7	138	178	28.1	39/49	1423	13.9.17
Kona Electric 5dr SUV ★★★★☆												
64kWh P'm SE	104	6.7	17.4	5.8	3.5*	3.1	201	291	–	3.7/4.0†	1734	31.10.18
Santa Fe 5dr SUV ★★★½☆												
2.2 CRDi P'm SE	127	9.3	26.4	9.8	–	2.78	197	325	40.2	38/51	2003	6.3.19
Nexo 5dr SUV ★★★½☆												
Nexo	111	9.6	38.5	9.7	6.1*	2.88	161	291	–	42/60**	1852	12.6.19
JAGUAR												
F-Type 2dr convertible/3dr coupé ★★★★½												
V8 S Convertible	186	4.0	9.4	3.4	8.0	2.8	488	460	46.8	19/29	1655	12.6.13
V6 S Coupé	171	4.9	12.1	4.2	12.7	2.7	375	339	36.2	24/33	1594	11.6.14
2.0 Coupé R-Dy	155	5.8	14.7	5.1	9.5	2.8	296	295	33.2	31/44	1640	22.11.17
XF 4dr saloon/5dr estate ★★★½☆												
R-Sport 2.0	136	9.4	26.1	9.0	16.1	2.9	178	317	44.1	47/56	1595	2.12.15
S'brake 300 R-S	155	6.6	16.8	6.2	10.6	2.81	296	295	44.1	24/37	1727	17.4.19
XE 4dr saloon ★★★★½												
R-Sport 2.0	147	7.6	19.0	6.9	13.3	2.7	197	206	33.8	30/49	1530	1.7.15
XJ 4dr saloon ★★★★☆												
3.0d LWB	155	6.3	16.5	6.6	3.6*	2.7	271	443	43.5	28/36	1960	9.6.10
E-Pace 5dr SUV ★★★½☆												
D180 AWD SE	127	9.9	30.9	10.5	14	3.6	178	317	45.8	36/49	1843	11.4.18
F-Pace 5dr SUV ★★★★☆												
2.0d AWD	129	9.2	30.9	9.7	7.4	–	178	317	41.3	37/40	1775	11.5.16
SVR	176	4.1	9.3	3.5	10.4	2.69	542	502	41.6	18/29	2070	24.7.19
I-Pace 5dr SUV ★★★★½												
EV400 S	124	4.5	11.0	3.5	2.0	2.8	394	512	–	1.8/2.4†	2133	12.9.18
JEEP												
Compass 5dr 4x4 ★★★☆☆												
2.0 M'jet 4x4 L'd	118	11.0	39.0	11.4	10.9	2.8	138	258	34.2	38/45	1540	3.10.18
Renegade 5dr 4x4 ★★★½☆												
2.0 M'jet 4x4 L'd	113	10.8	37.6	11.2	10.0	3.5	138	258	34.0	41/53	1502	28.10.15
Wrangler 5dr 4x4 ★★★★☆												
2.2 M'Jet-II Ov'd	112	9.0	29.9	9.1	–	2.37	197	332	38.3	29/38	2044	10.4.19
KIA												
Stinger 4dr saloon ★★★½☆												
2.0 T-GDI GT-L S	149	7.4	18.2	6.4	10.9	2.9	244	260	36.7	32/43	1717	25.4.18
Rio 5dr hatch ★★★½☆												
1.0 T-GDI 3 Eco	115	10.0	37.0	10.5	12.3	3.2	99	127	27.1	40/50	1228	1.3.17
Ceed 5dr hatch ★★★½☆												
1.6 CRDi 115 2	119	9.9	30.8	9.6	15.3	2.9	113	207	41.4	50/70	1388	29.8.18
Proceed 5dr shooting brake ★★★½☆												
1.4 T-GDi	127	9.5	28.1	8.9	13.2	2.87	138	179	24.1	34/43	1475	27.2.19
Xceed 5dr crossover ★★★½☆												
1.4 T-GDi	124	9.3	28.8	8.7	12.3	3.55	138	179	31.7	35/47	1452	20.11.19
Niro 5dr SUV ★★★½☆												
1.6 GDI DCT 2	101	9.7	30.0	9.5	12.8	3.5	139	108/125	31.9	49/50	1500	31.8.16
e-Niro First Ed'n	104	7.2	19.0	–	3.7*	2.70	201	291	–	3.5/3.6†	1776	1.5.19
Sportage 5dr SUV ★★★½☆												
1.7 CRDi ISG 2	109	12.1	46.4	13.1	16.8	3.3	114	207	34.4	50/51	1500	2.3.16
Sorento 5dr 4x4 ★★★½☆												
2.2 CRDi KX-4	128	9.3	28.6	9.4	5.7*	–	197	325	35.2	35/39	1953	8.4.15
LAMBORGHINI												
Huracán 2dr coupé ★★★★½												
Performante	201	2.9	5.9	2.0	4.9	3.0	630	442	24.5	17/22	1382	11.10.17
Aventador 2dr coupé ★★★★☆												
SVJ	217	2.9	6.1	2.2	5.0	2.65	759	531	33.7	12/21	1770	19.6.19
Urus 5dr SUV ★★★★☆												
Urus	190	3.3	7.8	2.8	–	2.70	641	627	43.0	19/29	2285	3.7.19
LAND ROVER												
Discovery Sport 5dr SUV ★★★★☆												
D180 AWD SE	125	10.3	35.2	10.5	10.7	3.54	177	317	39.8	31/48	2145	8.1.20
Range Rover 5dr SUV ★★★★½												
4.4 SDV8	135	7.0	19.0	6.7	3.8*	2.9	334	516	41.8	25/35	2625	12.12.12
Range Rover Velar 5dr SUV ★★★½☆												
D240 HSE	135	9.3	27.4	9.0	15.7	3.8	237	369	41.8	33/48	2089	30.8.17
Range Rover Sport 5dr SUV ★★★★½												
3.0 TDV6	130	7.8	22.5	7.5	12.2	3.1	255	442	43.1	33/42	2115	2.10.13
SVR	162	4.4	10.3	3.8	12.6	2.6	542	502	41.8	22/19	2335	15.4.15

ROAD TEST RESULTS

Make and model	Top speed	0-60mph	0-100mph	30-70mph	50-70mph	Braking 60-0mph	Power (bhp)	Torque (lb ft)	Mph/1000rpm	Mpg or equivalent; test average/ touring	Weight (kg)	TEST DATE
LEXUS												
LC 2dr coupé ★★★★☆												
LC500 Sport+	168	5.2	11.3	4.2	12.0	3.1	471	398	60.6	27/39	1970	18.10.17
NX 5dr SUV ★★★☆☆												
300h	112	9.7	30.4	9.1	5.6*	2.7	194	na	–	32/38	1905	1.10.14
RC F 2dr coupé ★★★☆☆												
RC F	168	4.8	10.7	3.9	12.9	2.9	471	391	39	24/28	1765	18.2.15
ES 4dr saloon ★★★½☆												
300h Takumi	112	8.7	21.8	7.6	4.6*	2.91	215	na	–	42/49	1742	6.2.19
LS 4dr saloon ★★★☆☆												
500h Prem AWD	155	5.9	15.4	5.3	12.4	2.8	295	258	36.9	30/42	2380	6.6.18
LOTUS												
Elise 2dr roadster ★★★½☆												
Cup 250	154	4.7	11.9	4.5	7.2	2.5	243	184	24.7	27/32	920	29.6.16
Evora 2dr coupé ★★★★☆												
Evora S 2+0	172	4.5	11.3	4.0	6.8	2.4	345	295	34.8	21/26	1430	30.3.11
Exige S 2dr coupé ★★★★½												
Exige S	170	4.1	9.6	3.7	5.5	2.5	345	295	27	21/30	1176	3.4.13
MASERATI												
Ghibli 4dr saloon ★★★½☆												
Diesel	155	6.5	17.2	6.0	5.1	2.7	271	443	43.3	31/40	1835	12.3.14
Levante 5dr SUV ★★★☆☆												
Diesel	143	6.8	19.9	6.9	4.3	3.4	271	443	46	26/42	2205	30.11.16
S Granlusso	164	5.1	12.7	4.5	–	2.73	424	478	39.8	16/24	2232	8.5.19
MAZDA												
2 5dr hatch ★★★★☆												
1.5 Sky'v-G SE	114	10.4	38.0	7.0	20.2	3.1	89	109	27.9	51/55	1050	22.4.15
3 4dr saloon/5dr hatch ★★★★☆												
2.0 Skyactiv-X	134	9.1	24.7	9.1	14.7	2.89	177	165	29.1	40/57	1425	6.11.19
MX-5 2dr roadster ★★★★½												
1.5 SE-L Nav	127	8.4	24.8	7.9	14.7	3.3	129	111	24.5	46/49	1050	2.9.15
CX-3 5dr SUV ★★★½☆												
1.5D SE-L Nav	110	10.3	34.7	10.3	10.3	–	104	199	34.8	59/60	1275	22.7.15
CX-5 5dr SUV ★★★★☆												
2.2D Sport Nav	127	9.4	26.3	9.1	10.4	3.0	148	280	37.0	43/53	1594	28.6.17
McLAREN												
570S 2dr coupé ★★★★★												
3.8 V8	204	3.1	6.4	2.2	10.2	2.6	562	443	36.5	23/37	1440	30.3.16
600LT Spider 2dr convertible ★★★★½												
3.8 V8	201	2.9	6.1	2.1	–	2.52	592	457	36.5	17/30	1404	22.5.19
720S 2dr coupé ★★★★★												
4.0 V8	212	2.9	5.6	2.0	7.7	2.4	710	568	35.4	19/24	1420	24.5.17
Senna 2dr coupé ★★★★★												
4.0 V8	208	3.1	5.5	1.9	8.0	2.4	789	590	35.7	16/25	1345	10.10.18
P1 2dr coupé ★★★★★												
P1	217	2.8	5.2	2.2	6.0	2.3	903	664	36.0	19.6/–	–	7.5.14
MERCEDES-AMG												
C63 4dr saloon ★★★★½												
C63	155	4.4	9.7	3.4	7.5	2.7	469	479	38.1	19/25	1715	3.6.15
C63 S C'vertible	155	4.6	10.2	3.4	7.1	2.7	503	516	35.6	21/27	1850	8.2.17
C63 S Coupé	180	4.3	9.2	3.2	10.7	2.69	503	516	43.2	26/34	1745	24.4.19
CLS53 4dr saloon ★★★★☆												
CLS53 4Matic+	155	4.3	10.3	3.7	9.1	2.7	429	384	43.8	31/39	1980	17.10.18
GT 2dr coupé ★★★★☆												
S	193	3.6	7.8	2.8	5.5	2.5	503	479	34.7	20/29	1715	29.7.15
R	198	3.6	7.3	2.7	4.6	2.4	577	516	30.7	19/23	1555	10.5.17
GT 4-Door Coupé 4dr coupé ★★★★½												
GT63 4Matic+	193	3.3	7.7	2.7	10.7	2.8	577	590	42.6	22/30	2135	13.3.19
SLC 2dr convertible ★★★½☆												
SLC43	155	5.5	12.3	4.2	12.7	3.0	362	384	40.4	27/33	1595	6.7.16
GLC 5dr SUV ★★★½☆												
GLC63 S 4Mtic+	155	3.7	8.9	3.2	15.4	2.8	503	516	43.4	19/26	2020	13.6.18
MERCEDES-BENZ												
A-Class 5dr hatch ★★★★☆												
A200 Sport	139	8.7	22.4	7.9	–	3.2	161	184	33.6	39/57	1379	4.7.18
B-Class 5dr MPV ★★★★☆												
B180 Sport	132	8.4	23.5	8.3	–	2.73	134	148	33.6	33/51	1405	3.4.19
CLA 4dr saloon ★★★☆☆												
CLA 250	155	6.8	17.1	6.1	11.5	2.88	221	258	–	34/49	1555	21.8.19
C-Class 4dr saloon/5dr estate ★★★★☆												
C220 Bluetec	145	8.1	22.9	8.1	11.7	2.8	168	295	42.4	41/51	1700	23.7.14
E-Class 4dr saloon/5dr estate/2dr convertible/2dr coupé ★★★★☆												
E400 Coupé	155	5.6	13.4	4.9	14.8	2.9	328	354	46.7	30/39	1845	14.6.17
S-Class 4dr saloon/2dr coupé ★★★★★												
S350 Bluetec	155	7.3	19.0	6.8	3.9*	2.7	255	457	45.6	34/44	1975	16.10.13
S63 AMG Coupé	155	4.5	9.6	3.4	6.8	2.7	577	664	42.8	22/25	2070	3.12.14
GLA 5dr SUV ★★★½☆												
GLA220 CDI SE	134	8.1	23.8	7.8	4.7	2.65	168	258	36.4	40/48	1535	14.5.14
GLC 5dr SUV ★★★★☆												
GLC250d	143	7.8	23.5	7.8	15.7	3.2	201	369	46.9	39/43	1845	10.2.16
G-Class 5dr SUV ★★★★☆												
G350d AMG Line	124	7.5	22.4	7.2	15.0	3.40	282	443	46.0	25/31	2451	17.7.19
GL 5dr SUV ★★★★☆												
GL350 AMG Sp't	137	8.3	24.8	8.2	5.0*	2.6	255	457	37.7	28/33	2455	24.7.13
X-Class 4dr pick-up ★★★½☆												
X250d 4Matic	109	11.2	38.9	11.6	–	3.2	187	332	31.3	27/36	2159	20.6.18
SL 2dr convertible ★★★★☆												
SL500	155	4.3	9.9	3.6	6.5	2.7	429	516	39.6	10/24	1815	8.8.12
MG												
3 5dr hatch ★★★½☆												
1.5 3Form Sp't	108	11.4	41.5	11.6	19.6	2.8	105	101	22.2	37/41	1150	25.12.13
ZS 5dr SUV ★★★☆☆												
EV Exclusive	87	8.9	–	8.0	5.2*	3.60	141	260	–	2.7/3.1†	1556	4.12.19
MINI												
Mini 3dr hatch ★★★★½												
Cooper S	146	6.9	17.1	5.9	6.7	2.5	189	221	26.4	35/54	1235	2.4.14
C'per S Wks 210	146	7.2	16.4	6.0	6.5	3.0	207	221	26.5	31/47	1235	6.12.17
Clubman 5dr hatch ★★★½☆												
Cooper D	132	8.6	25.9	8.2	10.0	2.9	148	243	34.9	51/52	1320	25.11.15
Convertible 2dr convertible ★★★★½												
Cooper	129	9.2	25.4	8.8	12.4	2.7	134	162	31.0	46/53	1280	6.4.16
Countryman 5dr hatch ★★★½☆												
Cooper D	129	9.0	26.4	8.4	11.5	2.8	148	243	36.2	42/48	1480	22.2.17
Plug-in Hybrid	123	6.7	24.4	6.2	5.5	3.5	221	284	30.1	42/50	1735	26.7.17
MITSUBISHI												
Eclipse Cross 5dr SUV ★★★☆☆												
1.5 First Ed 2WD	127	9.0	26.5	8.3	13.8	3.0	161	184	30.9	34/45	1455	14.3.18
Outlander 5dr SUV ★★★½☆												
PHEV GX4hs	106	10.0	30.5	9.5	6.2	3.0	200	245	–	44/38	1810	16.4.14
MORGAN												
3 Wheeler 2dr roadster ★★★★★												
3 Wheeler	115	8.0	29.9	7.7	5.1	3.56	80	103	21.3	30/–	520	6.6.12
NISSAN												
Micra 5dr hatch ★★★★☆												
0.9 N-Connecta	109	12.1	44.7	11.7	15.6	2.8	89	103	24.3	45/57	1068	26.4.17
DIG-T 117 N-Sport	121	10.2	28.8	9.4	16.5	3.2	115	148	31.2	33/55	1105	27.3.19
Juke 5dr SUV ★★★½☆												
1.0 DIG-T 117	112	11.9	44.8	11.8	16.3	3.10	115	148	28.2	38/46	1256	29.1.20
Qashqai 5dr SUV ★★★★½												
1.5 dCi 2WD	113	10.8	39.2	11.1	12.9	2.9	109	192	35.0	49/56	1365	19.2.14
X-Trail 5dr SUV ★★★½☆												
1.6 dCi 2WD	117	11.2	39.7	11.7	11.2	3.0	128	236	32.8	42/48	1550	13.8.14
GT-R 2dr coupé ★★★★½												
Recaro	196	3.4	7.8	2.7	5.3	2.7	562	470	28.0	22/31	1752	16.11.16
NOBLE												
M600 2dr coupé ★★★★½												
M600	225	3.5	6.8	2.5	4.7	2.45	650	604	29.9	18/25	1305	14.10.09
PEUGEOT												
208 3/5dr hatch ★★★☆☆												
1.2 VTI Active	109	14.2	–	14.5	9.1	2.9	81	87	21.2	41/45	1080	18.7.12
GTi 30th	143	6.5	16.1	5.8	6.7	2.9	205	221	25.6	41/42	1160	11.2.15
308 3/5dr hatch ★★★★☆												
1.6 e-HDi 115	118	10.1	32.6	10.4	13.9	3.0	114	199	38.5	48/59	1395	15.1.14
508 4dr saloon ★★★★☆												
GT Bl'HDi 180	146	8.8	23.4	8.5	10.8	2.6	174	295	43.9	35/52	1535	24.10.18
2008 5dr SUV ★★★½☆												
1.6 e-HDi	117	10.7	37.8	11.5	11.8	3.2	114	199	32.7	49/59	1180	19.6.13
3008 5dr SUV ★★★½☆												
1.6 Bl'HDi GT L'e	117	12.0	44.3	12.1	13.2	3.2	118	221	34.6	42/53	1300	18.1.17
5008 5dr MPV ★★★½☆												
2.0 Bl'HDi GT L'e	129	10.8	28.8	9.7	11.5	2.7	148	273	37.6	51/60	1490	1.11.17
PORSCHE												
718 2dr coupé/roadster ★★★★½												
Boxster	171	5.4	12.2	4.3	5.2	2.5	296	280	25.8	26/36	1335	8.6.16
Cayman S	177	4.8	10.5	3.9	4.8	2.5	345	310	25.8	28/29	1430	10.8.16
Cayman GTS	180	4.8	10.2	3.5	4.7	2.5	361	310	25.8	28/39	1375	9.5.18
911 GT2 2dr coupé ★★★★☆												
GT2 RS	211	3.0	6.1	2.2	5.6	2.6	691	553	32.1	19/28	1470	18.7.18
911 2dr coupé ★★★★½												
Carrera S	191	3.4	7.7	2.8	14.3	–	444	391	44.1	23/39	1515	29.5.19
918 Spyder 2dr coupé ★★★★★												
4.6 V8	214	2.6	5.3	1.9	2.2	2.3	874	944	41.2	28/44	1740	22.10.14
Panamera 4dr saloon ★★★★★												
4S Diesel	177	4.1	10.3	3.8	–	3.0	416	627	50.7	32/43	2050	1.2.17
Macan 5dr SUV ★★★★½												
Turbo	165	4.7	11.8	4.3	7.9	2.4	394	406	35.7	22/31	2000	4.6.14
Cayenne 5dr SUV ★★★★☆												
Turbo	177	3.9	9.3	3.3	5.3	2.8	542	568	44.7	21/31	2250	5.9.18
RENAULT												
Twingo 5dr hatch ★★★½☆												
Dynamique	94	17.6	–	19.1	29.4	2.9	69	67	20.8	42/52	865	29.10.14
Zoe 5dr hatch ★★★½☆												
Dynamique	84	12.3	–	13.9	9.1	2.9	87	162	7.8	4.0/3.4†	1468	31.7.13
Clio 5dr hatch ★★★★½												
TCe 100 Iconic	116	11.6	36.0	10.9	16.9	3.36	99	118	26.5	46/57	1138	27.11.19
Mégane 5dr hatch ★★★☆☆												
1.5 dCi Dyn. S Nav	116	11.1	35.2	11.1	13.2	2.8	108	192	33.9	47.2	1387	17.8.16
RS Trophy-R	163	5.6	12.8	4.6	6.8	2.67	296	295	27.1	26/38	1280	23.10.19
Grand Scenic 5dr MPV ★★★½☆												
dCi 130 Dyn. S Nav	118	11.4	35.8	11.3	10.2	3.4	129	236	32.1	47/61	1601	25.1.17
Kadjar 5dr SUV ★★★★☆												
dCi 115 Dyn. S Nav	113	14.5	–	14.6	17.2	2.3	108	192	35.0	52/69	1380	21.10.15
Koleos 5dr SUV ★★★☆☆												
dCi 175 4WD Sig.	126	9.8	31.3	10.1	14.3	2.9	175	280	–	34/38	1747	20.8.17
ROLLS-ROYCE												
Phantom 4dr saloon ★★★★★												
Phantom	155	5.5	11.8	4.4	2.5*	2.8	563	664	51.2	8/28	2560	4.4.18
Ghost 4dr saloon ★★★★☆												
Ghost	155	4.9	10.6	3.9	2.3*	2.6	563	575	46.0	18/23	2450	7.7.10
Wraith 2dr coupé ★★★★½												
Wraith	155	4.6	10.0	4.5	2.1*	2.9	624	590	45.9	15/27	2435	21.5.14
Dawn 2dr convertible ★★★★☆												
Dawn	155	5.2	11.6	4.2	2.4*	2.9	563	575	47.7	19/25	2560	1.6.16
SEAT												
Ibiza 5dr hatch ★★★★½												
SE Tech'y 1.0 TSI	113	10.0	34.1	10.0	10.1	3.0	94	129	27.2	45/56	1047	19.7.17
Leon 3/5dr hatch ★★★★☆												
Cupra SC 280	155	5.9	13.6	4.4	7.1	2.7	276	258	27.2	28/36	1441	26.3.14
Arona 5dr SUV ★★★★☆												
SE Tech'y 1.0 TSI	107	10.5	–	10.6	11.9	3.1	94	129	26.2	37/41	1165	15.11.17
Ateca 5dr SUV ★★★★½												
1.6 TDI SE	114	10.5	35.6	9.3	14.0	2.9	114	184	36.4	50/62	1300	19.10.16
SMART												
Forfour Electric Drive 5dr hatch ★★½☆☆												
Prime Premium	81	13.2	–	14.5	10.6	2.8	80	118	–	3.1/3.9†	1200	23.8.17
SKODA												
Fabia 5dr hatch ★★★★☆												
1.2 TSI 90 SE-L	113	12.6	46	12.5	15.0	3.4	89	118	26.1	45/49	1109	21.1.15
Scala 5dr hatch ★★★½☆												
1.5 TSI 150 DSG	136	7.9	21.5	7.3	11.8	2.78	148	184	33.5	42/53	1200	31.7.19
Octavia 4dr saloon/5dr estate ★★★★☆												
vRS 245 Estate	155	6.9	16.2	5.8	7.3	2.9	242	273	29.8	33/39	1392	16.8.17
Superb 5dr hatch/estate ★★★★½												
2.0 TDI SE	135	8.8	24.9	8.2	11.2	2.8	148	251	37.2	47/54	1505	9.9.15
Karoq 5dr SUV ★★★½☆												
2.0 TDI 150 Scout	122	8.9	28.7	9.6	12.8	2.86	148	251	36.1	38/47	1629	30.1.19
Kodiaq 5dr SUV ★★★★☆												
2.0 TDI Edition	121	9.5	34.7	10.1	12.2	2.8	148	251	33.5	37/48	1751	23.11.16
SSANGYONG												
Tivoli XLV ★★★☆☆												
ELX auto	107	12.0	44.5	12.6	7.9	3.1	113	221	33.2	45/58	1425	14.9.16
SUBARU												
XV 5dr SUV ★★★☆☆												
2.0i SE L'tronic	120	10.1	27.7	9.0	27.0	3.4	154	145	41.5	31/39	1451	28.2.18
Levorg 5dr estate ★★★☆☆												
GT 1.6i L'tronic	130	8.4	24.6	7.9	21.0	2.6	168	184	31.9	34/36	1537	13.1.16
SUZUKI												
Swift 5dr hatch ★★★½☆												
1.0 SZ5	121	10.5	33.0	10.3	11.8	2.9	110	125	26.3	45/56	925	17.5.17
Celerio 5dr hatch ★★★½☆												
1.0 SZ4	96	12.9	–	14.3	25.0	3.0	67	66	22.4	54/57	835	25.3.15
Baleno 5dr hatch ★★★½☆												
1.0T B'jet SZ5	124	9.8	29.5	9.7	11.2	2.9	110	125	26.3	50/55	950	3.8.16
SX4 S-Cross 5dr SUV ★★★½☆												
1.6 DDiS SZ4	111	10.0	32.6	10.1	8.9	2.6	118	236	35.1	57/67	1290	30.10.13
Jimny 3dr SUV ★★★½☆												
1.5 SZ5 Allgrip	90	11.9	–	11.6	15.1	4.4	100	95	19.8	29/35	1112	28.11.18
Vitara 5dr SUV ★★★½☆												
1.6 SZ5	112	9.5	29.8	9.5	15.5	–	118	115	24.3	49/47	1075	29.4.15
TESLA												
Model 3 4dr saloon ★★★★☆												
St'd Range Plus	140	5.8	14.2	4.7	2.8	2.77	252	277	8.6	3.1/4.0†	1633	4.9.19
Model S 4dr saloon ★★★★½												
P90D	155	5.2	9.1	3.0	1.9	2.9	525	713	8.5	2.4/3.3†	2200	20.4.16
Model X 5dr SUV ★★★★☆												
90D	155	4.7	13.1	2.8	2.5	2.7	416	487	8.5	1.6/2.0†	2508	15.2.17
TOYOTA												
Yaris 3dr hatch ★★★½☆												
GRMN	143	6.4	15.4	5.4	9.8	2.9	209	184	27.7	27/39	1135	28.3.18
Corolla 4dr saloon/5dr hatch/5dr estate ★★★★☆												
2.0 Hybrid ST	112	8.5	22.4	7.7	4.5*	2.84	178	–	–	44/53	1537	5.6.19
GT86 2dr coupé ★★★★★												
2.0 manual	140	7.4	18.8	6.8	10.6	2.6	197	151	23.5	30/45	1235	4.7.12
Prius 5dr hatch ★★★★☆												
Business E'tion	112	11.1	32.0	10.7	6.4*	3.1	121	–	–	53/63	1400	16.3.16
Mirai 4dr saloon ★★★★☆												
Mirai	111	10.1	36.5	10.2	6.5*	3.3	152	247	22.5	44/62**	1400	27.4.16
C-HR 5dr SUV ★★★★☆												
Excel 1.8 Hybrid	106	11.6	43.5	11.9	7.3*	2.7	121	–	–	49/60	1420	4.1.17
GR Supra 2dr coupé ★★★★☆												
Pro	155	4.4	10.7	3.6	7.6	2.65	335	368	39.2	28/39	1495	14.8.19
VAUXHALL												
Corsa 5dr hatch ★★★½☆												
1.2T 100 auto	119	11.2	35.8	11.5	16.9	3.47	99	151	34.6	42/52	1171	22.1.20
Crossland X 5dr SUV ★★★☆☆												
1.2T 130 Elite	128	9.8	31.4	10.3	8.9	2.9	128	170	30.5	40/54	1199	7.6.17
Astra 5dr hatch/estate ★★★★☆												
1.6 CDTi 136 SRi	127	8.8	25.7	8.8	8.6	2.6	134	236	33.4	55/58	1350	30.9.15
ST CDTi B'tbo SRi	137	8.4	22.2	7.7	8.1	2.6	158	258	33.7	57/59	1435	13.4.16
Combo Life 5dr MPV ★★★½☆												
1.5 TD 100 En'gy	109	14.7	–	16.2	14.4	2.8	99	184	32.0	45/60	1552	27.12.18
Insignia Grand Sport 4dr saloon ★★★★☆												
2.0D SRi VX-Line	140	8.7	23.8	7.9	8.9	2.7	168	295	36.1	39/51	1507	3.5.17
Insignia Sports Tourer 5dr estate ★★★☆☆												
GSI 2.0 B'tbo D	144	8.4	23.1	7.7	9.5	2.7	207	354	38.6	36/47	1807	30.5.18
VXR8 4dr saloon ★★★★☆												
GTS-R	155	4.8	9.6	3.3	6.6	3.1	587	546	34.9	20/27	1858	10.1.18
VOLKSWAGEN												
Up 3/5dr hatch ★★★★☆												
GTI 1.0 TSI 115	122	8.5	25.7	7.8	7.6	2.8	114	147	24.7	39/54	1070	21.3.18
Polo 5dr hatch ★★★★½												
1.0 TSI 95 SE	116	10.7	34.4	11.1	12.1	2.8	94	129	27.1	43/57	1145	31.1.18
GTI	147	6.7	17.4	5.9	8.6	2.8	197	236	–	37/47	1355	1.8.18
Golf 3/5dr hatch ★★★★½												
GTI Perf. DSG	155	6.5	16.4	5.9	8.9	2.8	227	258	34.4	32/38	1402	10.7.13
GTE	138	7.7	18.2	6.1	7.7	2.5	201	258	7.6	44/45	1599	20.5.15
1.5 TSI R-line	134	8.8	22.7	8.1	9.9	2.1	148	184	28.0	40/52	1324	2.8.17
T-Roc 5dr SUV ★★★★½												
2.0 TSI SEL 4Mn	134	6.7	20.2	6.5	13.3	3.2	187	236	35.6	31/37	1495	24.1.18
Arteon 5dr hatch ★★★½☆												
2.0 BITDI 240	152	6.5	17.7	6.2	8.9	3.3	237	369	37.8	38/56	1828	27.9.17
Passat 4dr saloon/5dr estate ★★★★☆												
2.0 TDI 190 GT	144	8.7	23.6	8.1	13.1	3.2	187	295	37.9	45/52	1614	4.2.15
GTE	140	7.6	19.0	6.1	7.8	3.3	215	295	32.3	38/43	1722	7.9.16
Touran 5dr MPV ★★★★☆												
2.0 TDI 150 SE	128	9.9	29.3	9.7	13.6	3.2	148	251	37.0	54/60	1571	3.2.16
Tiguan 5dr SUV ★★★★½												
2.0 TDI 150 SE	127	10.4	33	9.6	12.4	3.2	148

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ECONOMY EXPLAINED

Between the various figures produced on the old-style 'NEDC', transitional 'NEDC correlated' and new-style 'WLTP' lab emissions and fuel economy tests, it's become tricky to compare manufacturers' claimed efficiency on the latest new cars. When you see a fuel economy and CO_2 figure reference elsewhere, it's often without explanation.

So, to provide as fair and clear a basis for comparison as possible, you'll only ever read 'WLTP combined' fuel economy and CO_2 figures in Autocar's first drive reviews, features and comparison tests – and on these data pages. Those are the aggregated result of four lab tests carried out across as many different cruising speed ranges – although they're sometimes expressed as a range rather than as one specific figure to show the different results recorded by the heaviest and lightest available examples of the car in question (depending on optional equipment). Not all car makers have published these figures yet, however.

In road tests, you'll also see our own independently produced real-world fuel economy test results for comparison with the lab test claims. We produce an 'average', 'track' and 'touring' figure for each car we test – as often as possible on a brim-to-brim test basis. While 'average' represents the overall economy returned by a new car over a full road test, and 'track' is relevant only to intensive performance testing (the length and conditions of which can vary slightly), 'touring' gives the best guide of the kind of economy you might see from a car at a steady 70mph UK motorway cruise.

We do real-world efficiency and range testing on electric cars, too, expressing the former in terms of miles per kilowatt hour, as EV manufacturers do increasingly widely by convention.

STAR RATINGS EXPLAINED

- ☆☆☆☆☆ Inherently dangerous/unsafe. Tragically, irredeemably flawed.
- ★☆☆☆☆ Appalling. Massively significant failings.
- ★☆☆☆☆ Very poor. Fails to meet any accepted class boundaries.
- ★½☆☆☆ Poor. Within acceptable class boundaries in a few areas. Still not recommendable.
- ★★☆☆☆ Off the pace. Below average in nearly all areas.
- ★★½☆☆ Acceptable. About average in key areas, but disappoints.
- ★★★☆☆ Competent. Above average in some areas, average in others. Outstanding in none.
- ★★★½☆ Good. Competitive in key areas.
- ★★★★☆ Very good. Very competitive in key areas, competitive in secondary respects.
- ★★★★½ Excellent. Near class-leading in key areas and in some ways outstanding.
- ★★★★★ Brilliant, unsurpassed. All but flawless.

ABARTH

595 3dr hatch/2dr open **£16,685–£25,485** ★★★½☆
The Fiat 500's Abarth makeover makes it a true pocket rocket. **LxWxH** 3657x1627x1485 **Kerb weight** 1070kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.4 T-jet 145	143	130	7.8	37.2	134
1.4 T-jet 160 Trofeo	157	135	7.4	35.3	134
1.4 T-jet 165 Turismo	162	135	7.3	38.2	139
1.4 T-jet 180 Competizione	177	140	6.9	36.2	155
1.4 T-jet 180 Essesse	177	140	6.7	36.2	155

695 3dr hatch/2dr open **£23,895–£25,895** ★★★½☆
A convincing track-day 500 with decent dynamic ability, but overly firm ride spoils it. **LxWxH** 3657x1627x1485 **Kerb weight** 1045kg

1.4 T-jet 180 Rivale	177	140	6.7	36.2	155

ALFA ROMEO

Giulietta 5dr hatch **£19,975–£25,730** ★★★☆☆
Long in the tooth but still seductive, shame it's not rounded or lavish enough. **LxWxH** 4351x1798x1465 **Kerb weight** 1305kg

1.4 TB 120	118	121	9.4	36.2	164
1.6 JTDM-2 120	148	121	10.0	49.6	123-125
2.0 JTDM-2 170	168	133	8.3	47.9	TBC

Giulia 4dr saloon **£33,595–£64,900** ★★★★½
Handsome and special dynamically but lacks finesse and only comes as an auto. **LxWxH** 4643x1860x1436 **Kerb weight** 1429kg

2.0 Turbo Petrol 200	197	146	6.6	36.2	153
2.0 Turbo Petrol 280	276	149	5.7	33.6	158
2.2 Turbo Diesel 160	158	137	8.2	53.3	128
2.2 Turbo Diesel 190	187	143	7.1	52.3	128
2.9 BiTurbo Quadrifoglio	503	191	3.9	27.2	TBC

Stelvio 5dr SUV **£37,745–£70,900** ★★★★½
Alfa's first SUV is a solid effort. Choosing the petrol version gives it charisma. **LxWxH** 4687x1903x1671 **Kerb weight** 1604kg

2.2 Turbo Diesel 190	187	130	7.6	46.3	138
2.2 Turbo Diesel 190 Q4 AWD	187	130	7.6	44.1	147
2.2 Turbo Diesel 210 Q4 AWD	207	134	6.6	43.5	147
2.0 Turbo 200 Q4 AWD	197	134	7.2	30.4	176
2.0 Turbo 280 Q4 AWD	276	143	5.7	30.4	175
2.9 BiTurbo Quadrifoglio	503	197	3.8	TBC	TBC

ALPINA

B3 S 5dr touring **£63,000** ★★★★☆
Previously falling behind in the power stakes, but the recent facelift rectifies that. **LxWxH** 4632x1811x1431 **Kerb weight** 1705kg

3.0 BiTurbo	433	188-190	4.3	TBC	TBC

B4 S 2dr coupé/open **£73,100–£78,600** ★★★½☆
A retuned version of the 4 Series that feels more at home on the track than the road. **LxWxH** 4640x1825x1373 **Kerb weight** 1690kg

3.0 BiTurbo	433	189-190	4.2-4.3	TBC	TBC

B5 4dr saloon/5dr touring **£89,000–£91,000** ★★★★☆
Is it the best alternative to an M5? Yes, at least from a practicality viewpoint. **LxWxH** 4956x1868x1466 **Kerb weight** 2015kg

4.4 V8 BiTurbo	599	200-205	3.5-3.7	25.4	254

B7 4dr saloon **£121,850** ★★★★☆
A 7 Series with a power boost gives BMW a worthy challenger to the AMG S-Classes. **LxWxH** 5250x1902x1491 **Kerb weight** 2060kg

4.4 V8 BiTurbo	599	205	4.2	24.4	265

D5 S 4dr saloon **£62,000** ★★★★☆
The excellent 5 Series receives some Alpina tweaking to make it a brilliant cruiser. **LxWxH** 4956x1868x1466 **Kerb weight** 1870kg

3.0 BiTurbo	345	171	4.9	TBC	TBC

XD3 5dr SUV **£57,900** ★★★★☆
Pleasant BMW SUV impressively enhanced with the usual Alpina toolkit. **LxWxH** 4732x1897x2015 **Kerb weight** 2015kg

3.0 BiTurbo	330	158	4.9	TBC	TBC

ALPINE

A110 2dr coupé **£47,810–£56,810** ★★★★★
A much, much greater car and achievement than the sum of its parts suggest. **LxWxH** 4180x1980x1252 **Kerb weight** 1080kg

1.8 Turbo	252	155	4.5	44.1	144
1.8 Turbo S	288	162	4.4	43.4	146

ARIEL

Atom 0dr open **£39,950** ★★★★½
Simple, purist concept remains but everything else has changed... for the better. **LxWxH** 3520x1880x1122 **Kerb weight** 595kg

2.0 turbo	320	162	2.8	TBC	TBC

Nomad 0dr open **£38,000** ★★★★★
Well inside the top 10 list of our favourite cars. A revelation and a riot to drive. **LxWxH** 3215x1850x1425 **Kerb weight** 670kg

2.4 K24 i-VTEC	235	125	3.4	TBC	TBC

ASTON MARTIN

Vantage 2dr coupé **£123,850** ★★★★½
The faster, cleverer, more hardcore entry-level Aston tops its class. **LxWxH** 4465x1942x1273 **Kerb weight** 1630kg

4.0 V8	503	195	3.5	11.6	TBC

DB11 2dr coupé/2dr open **£147,900–£174,995** ★★★★★
The stunning replacement for the already seductive DB9 is tyre-shreddingly good. **LxWxH** 4739x2060x1279 **Kerb weight** 1875kg

4.0 V8	503	187	4.0	10.6	TBC
5.2 V12 AMR	630	208	3.7	13.4	TBC

DBS Superleggera 2dr coupé/open **£225,000–247,500** ★★★★★
Effortlessly fast, intoxicating to drive: the big Aston is better than ever. **LxWxH** 4712x2146x1280 **Kerb weight** 1693kg

5.2 V12	715	211	3.7	13.5	TBC

Rapide AMR 4dr saloon **£194,950** ★★★★☆
The Rapide is one of the most elegant four-door sports cars in the world. **LxWxH** 5019x1929x1360 **Kerb weight** 1995kg

6.0 V12	599	205	4.2	TBC	TBC

AUDI

A1 Sportback 5dr hatch **£18,310–£27,230** ★★★½☆
Quite pricey, but a rounded car with plenty of rational appeal. **LxWxH** 4029x1746x1418 **Kerb weight** 1105kg

1.0 25 TFSI	94	118	10.8	50.4	126-127
1.0 30 TFSI	114	126	9.5	49.6-52.3	121-129
1.5 35 TFSI	148	137	7.7	45.6-46.3	139-141
2.0 40 TFSI	197	146	6.5	39.8-40.4	158-160

A3 Sportback 5dr hatch **£23,300–£39,145** ★★★★☆
All the above but with the added convenience of five doors and a usefully larger boot. **LxWxH** 4313x1785x1426 **Kerb weight** 1180kg

1.0 30 TFSI	114	128	9.9	46.3-48.7	131-137
1.5 35 TFSI	148	137	8.2	42.2-43.5	146-152
2.0 40 TFSI	187	152	6.8	39.8-40.9	157-161
2.0 TFSI S3	298	155	4.7	33.6-34.9	184-190
1.6 30 TDI	114	126	10.4	49.6-51.4	144-148

A3 Saloon 4dr saloon **£25,020–£39,320** ★★★★☆
Undercuts the case to own an A4. Upmarket interior and good to drive. **LxWxH** 4458x1796x1416 **Kerb weight** 1240kg

1.0 30 TFSI	114	131	9.9	46.3-48.7	132-139
1.5 35 TFSI	148	139	8.2	54.3-56.5	131-136
2.0 40 TFSI	187	155	6.8	39.8-40.9	155-160
2.0 TFSI S3	298	155	4.7	34.4-34.9	184-186
1.6 30 TDI	114	131	10.4	51.4-54.3	137-143

A3 Cabriolet 2dr open **£31,095–£43,515** ★★★★☆
Compact, affordable, usable and refined. Strong performance, too. **LxWxH** 4423x1793x1409 **Kerb weight** 1380kg

1.5 35 TFSI	148	137	8.9	40.4-41.5	153-157
2.0 40 TFSI	187	155	7.2	38.7-39.8	161-165
2.0 TFSI S3	298	155	5.2	33.2	192-193

A4 4dr saloon **£29,260–£42,940** ★★★★☆
High quality and competent but leaves the dynamic finesse to its rivals. **LxWxH** 4726x1842x1427 **Kerb weight** 1320kg

2.0 35 TFSI	148	139	8.6	40.4-40.9	155-159
2.0 40 TFSI	187	155	7.3	39.2-39.8	160-164
2.0 45 TFSI quattro	242	155	5.6	35.8-36.2	177-180
2.0 35 TDI	148	136	8.9	49.6-51.4	144-148
2.0 40 TDI quattro	187	146	7.4	49.6-51.4	144-150

A4 Avant 5dr estate **£30,660–£68,270** ★★★★☆
Classy and demure estate lacks the dynamic sparkle of rivals. **LxWxH** 4725x1842x1434 **Kerb weight** 1370kg

2.0 35 TFSI	148	136	8.9	39.2-39.8	160-164
2.0 40 TFSI	187	148	7.5	37.2-38.2	168-172
2.0 45 TFSI quattro	242	155	6.0	34.4-35.3	181-185
3.0 V6 TFSI RS4 Avant	448	155	4.1	29.1	219-220
2.0 35 TDI	148	132	9.2	45.6-47.1	157-163
2.0 40 TDI	187	143-144	7.6-7.9	43.5-44.1	167-171

A5 2dr coupé **£35,465–£69,660** ★★★★☆
Refreshed coupé gets a sharper look and a refreshed interior. Still mundane to drive. **LxWxH** 4673x1846x1371 **Kerb weight** 1390kg

2.0 35 TFSI	148	140	8.9	38.7-40.4	158-165
2.0 40 TFSI	187	150	7.2	38.7-40.4	158-165
2.9 V6 TFSI RS5 quattro	443	155	3.9	30.1	212-213
2.0 40 TDI	187	150	7.7	48.7-52.3	142-151
2.0 40 TDI quattro	187	146	7.4	44.8-46.3	160-165
3.0 V6 TDI S5 quattro	345	155	4.8	TBC	TBC

A5 Sportback 5dr coupé **£34,790–£69,660** ★★★★☆
Refined, good-looking four-door coupé is sadly short on charm and finesse. **LxWxH** 4733x1843x1386 **Kerb weight** 1425kg

2.0 35 TFSI	148	139	9.1	38.2-39.8	160-167
2.0 40 TFSI	187	150	7.5	38.2-39.8	160-167
2.0 45 TFSI quattro	242	155	5.8	35.8-36.2	178-179
2.9 V6 TFSI RS5 Quattro	448	155	3.9	29.7	215-216
2.0 35 TDI	148	135	9.1	47.1-49.6	149-158
2.0 40 TDI	187	150	7.5	47.9-51.4	144-155
2.0 40 TDI quattro	187	146	7.6	44.1-45.6	162-167
3.0 V6 TDI quattro	345	155	4.9	TBC	TBC

A5 Cabriolet 2dr open **£39,395–£58,310** ★★★★☆
More practical than smaller options. Lower-powered, steel-sprung trim is best. **LxWxH** 4673x1846x1383 **Kerb weight** 1600kg

2.0 40 TFSI	187	150	7.9	36.7-37.2	173-174
2.0 45 TFSI quattro	242	155	6.5	34.0-34.4	186-187
2.0 40 TDI	187	150	8.4	45.6-46.3	161-164
2.0 40 TDI quattro	187	145	8.0	42.8-43.5	171-172

A6 4dr saloon **£39,860–£55,400** ★★★★☆
Supremely well-constructed but a bit soulless to drive. A smart office on wheels. **LxWxH** 4939x1886x1457 **Kerb weight** 1645kg

2.0 45 TFSI quattro	242	155	6.0	33.6-34.0	188-192
3.0 55 TFSI quattro	335	155	5.1	30.1-30.7	209-212
2.0 40 TDI	201	152	8.1	47.1-48.7	153-158
2.0 40 TDI quattro	201	153	7.6	44.8-46.3	161-164
3.0 50 TDI quattro	282	155	5.5	38.7-39.2	188-191

A6 Avant 5dr estate **£41,960–£57,500** ★★★★☆
A capable and high-tech throwback that's a timely reminder of what Audi does best. **LxWxH** 4939x1886x1467 **Kerb weight** 1710kg

2.0 45 TFSI quattro	242	155	6.2	32.5-33.2	193-197
3.0 55 TFSI quattro	335	155	5.3	29.4-30.1	213-217
2.0 40 TDI	201	149	8.3	44.8-46.3	161-166
2.0 40 TDI quattro	201	150	7.8	43.5-44.8	166-170
3.0 50 TDI quattro	282	155	5.7	37.7-38.2	193-196

A7 Sportback 5dr coupé **£48,860–£79,385** ★★★½☆
Easy on the eye and to live with, but let down by stolid dynamics. **LxWxH** 4969x1908x1422 **Kerb weight** 1880kg

2.0 45 TFSI quattro	242	155	6.2	32.8-33.6	190-195
3.0 55 TFSI quattro	335	155	5.3	29.7-30.1	214-215
2.0 40 TDI	201	152	8.3	45.6-47.9	155-164
2.0 40 TDI quattro	201	155	7.0	44.1-45.6	162-169
3.0 45 TDI quattro	227	155	6.5	37.7-38.2	193-195
3.0 50 TDI quattro	282	155	5.7	37.7-38.2	193-196
3.0 TDI S7 quattro	344	155	5.1	TBC	TBC

A8 4dr saloon **£71,200–£81,315** ★★★★☆
Technical tour de force benefits from Audi's knack of making very good limousines. **LxWxH** 5172x1945x1473 **Kerb weight** 1920kg

3.0 55 TFSI quattro	335	155	5.6	28.0-29.7	216-228
3.0 55 TFSI quattro LWB	335	155	5.7	27.7-28.8	223-232
3.0 50 TDI quattro	282	155	5.9	37.7-40.9	182-196
3.0 50 TDI quattro LWB	282	155	5.9	37.7-38.7	190-197

E-tron 5dr SUV **£72,270–£83,020** ★★★★½
A rounded, uber-luxurious addition to the premium EV niche. **LxWxH** 4901x1935x1629 **Kerb weight** 2490kg

55 quattro 95kWh	403	124	5.4	TBC	0

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Q2 5dr SUV £23,395–£37,820 ★★★★☆
Audi's smallest SUV is a decent stepping stone from the A3 to the Q range. **LxWxH** 4191x1794x1508 **Kerb weight** 1205kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.0 30 TFSI	114	122	10.3	44.8-46.3	137-142
1.5 35 TFSI	148	131	8.5	40.9-42.2	152-157
2.0 40 TFSI quattro	187	141	6.5	33.2-34.9	184-192
2.0 SQ2 TFSI	298	155	4.8	32.1-33.2	192-199
1.6 30 TDI	114	122	10.5	43.5-44.8	166-170
2.0 35 TDI quattro	148	131	8.1	44.1-46.3	160-168

Q3 5dr SUV £30,805–£47,130 ★★★½☆
Typically refined and competent but feels more like an A3 than an Audi SUV. **LxWxH** 4388x1831x1608 **Kerb weight** 1385kg

1.5 35 TFSI	148	128-131	9.2-9.6	36.7-37.7	169-176
2.0 40 TFSI quattro	187	136	7.4	30.4-30.7	208-210
2.0 45 TFSI quattro	227	144	6.3	31.0	205-207
2.0 35 TDI	148	128	9.2	44.1-44.8	165-167
2.0 35 TDI quattro	148	131	9.3	39.2-40.9	182-188
2.0 40 TDI quattro	188	137	8.0	37.7	196-197

Q3 Sportback 5dr SUV £36,365–£48,765 ★★★½☆
A more sporting take on the compact SUV, with similarly stable handling. **LxWxH** 4500x1856x1567 **Kerb weight** 1460kg

1.5 35 TFSI	148	126	9.6	47.9-48.7	134-132
2.0 45 TFSI quattro	227	144	6.5	37.7	171
2.0 35 TDI	148	126	9.3	50.4-51.4	148-146

Q5 5dr SUV £42,095–£55,035 ★★★★☆
Appealing combination of Audi allure, affordable SUV practicality and attractiveness. **LxWxH** 4663x1893x1659 **Kerb weight** 1720kg

2.0 45 TFSI quattro	242	147	6.4	30.4-32.5	198-211
2.0 40 TDI quattro	187	136	8.1	36.2-38.2	193-204
2.0 50 TFSI e	249	148	6.1	128.4	49
3.0 V6 TDI SQ5 quattro	342	155	5.1	TBC	TBC

Q7 5dr SUV £54,070–£95,060 ★★★★☆
Unengaging to drive and light on feel, but the cabin is both huge and classy. **LxWxH** 5052x1968x1740 **Kerb weight** 2060kg

3.0 V6 45 TDI quattro	228	142	7.3	32.5-33.6	220-228
3.0 V6 50 TDI quattro	282	152	6.3	32.1-33.2	221-231
4.0 V8 SQ7 TDI	429	155	4.8	37.2	200

Q8 5dr SUV £67,760–£104,990 ★★★★☆
Striking and effective coupé-SUV range-topper leaves us wanting more. **LxWxH** 4986x1995x1705 **Kerb weight** 2145kg

3.0 V6 55 TFSI quattro	335	155	5.9	26.2-25.7	246-249
3.0 V6 50 TDI quattro	282	152	6.3	32.5-32.8	225-228
4.0 V8 SQ8 TDI	429	155	4.8	36.2	205

TT 2dr coupé £32,140–£53,905 ★★★★☆
Still serves up plenty of pace, style and usability for the money. It's better to drive, too. **LxWxH** 4191x1966x1376 **Kerb weight** 1365kg

2.0 40 TFSI	194	155	6.6	40.9	155-156
2.0 45 TFSI	242	155	5.8-5.9	39.8	161-162
2.0 45 TFSI quattro	242	155	5.2	35.3	181-182
2.0 TTS	302	155	4.5	34.9-35.3	182-183
2.5 TTRS	395	155	3.7	30.7-31.0	207-209

TT Roadster 2dr open £33,890–£55,655 ★★★★☆
Plenty of pace and driver reward, along with prestige and design-icon style. **LxWxH** 4191x1966x1355 **Kerb weight** 1455kg

2.0 40 TFSI	194	155	6.9	39.8	160-162
2.0 45 TFSI	242	155	6.0-6.1	38.7	165-166
2.0 45 TFSI quattro	242	155	5.5	34.0-34.4	187-188
2.0 TTS	302	155	4.8	34.0	187-188
2.5 TTRS	395	155	3.9	29.7-30.1	213-215

R8 2dr coupé £128,295–£154,195 ★★★★☆
Usable but no less involving or dramatic for it. V10 is deliciously brutal. **LxWxH** 4426x1940x1240 **Kerb weight** 1590kg

5.2 V10 FSI quattro	532	198	3.5	21.4-21.6	297-298
5.2 V10 FSI Plus quattro	601	205	3.2	21.2-21.4	299-301

R8 Spyder 2dr open £136,985–£162,885 ★★★★☆
Taking the roof off the R8 enhances the drama tenfold. **LxWxH** 4426x1940x1245 **Kerb weight** 1680kg

5.2 V10 FSI quattro	532	197	3.6	21.2	301-302
5.2 V10 FSI Plus quattro	601	204	3.3	20.9-21.1	304-305

BAC

Mono 0dr open £165,125 ★★★★½
An F-22 Raptor for the road, only significantly better built. **LxWxH** 3952x1836x1110 **Kerb weight** 580kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
2.5 VVT	305	170	2.8	TBC	TBC

BENTLEY

Continental GT 2dr coupé £148,800–£159,900 ★★★★☆
Refined and improved in every area, making the Conti a superb grand tourer. **LxWxH** 4850x1966x1405 **Kerb weight** 2244kg

4.0 V8	542	198	3.9	TBC	TBC
6.0 W12	626	207	3.6	24.1	308

Continental GTC 2dr open £163,700–£176,000 ★★★★½
Immensely capable and refined open-top cruiser with effortless performance. **LxWxH** 4850x2187x1399 **Kerb weight** 2414kg

4.0 V8	542	198	4.0	TBC	TBC
6.0 W12	626	207	3.7	20.2	317

Mulsanne 4dr saloon £234,000–£280,500 ★★★★☆
If the Rolls Phantom is best from the back seat, the Mulsanne is best in the front. **LxWxH** 5575x1926x1521 **Kerb weight** 2685kg

6.75 V8	505	184	5.1-5.3	17.4	365
6.75 V8 Speed	530	190	4.9	17.4	365

Bentayga 5dr SUV £130,500–£182,200 ★★★★½
Crewe's first attempt at a luxury SUV is a solid effort. The Diesel is wondrous. **LxWxH** 5140x1998x1742 **Kerb weight** 2505kg

4.0 V8	542	171	4.5	21.7	296
6.0 W12 Speed	626	190	3.9	TBC	308

BMW

1 Series 5dr hatch £24,430–£36,430 ★★★★½
May not drive like a traditional BMW but delivers on upmarket hatch values. **LxWxH** 4319x1799x1434 **Kerb weight** 1365kg

118i	138	132	8.5	40.9-45.6	114-121
M135i xDrive	302	155	4.8	34.4-35.8	155-157
116d	114	TBC	10.1-10.3	54.3-61.4	103
118d	148	134	8.4-8.5	54.3-57.6	108-111
120d xDrive	187	TBC	7.0	48.7-58.3	117-119

2 Series 2dr coupé £25,765–£53,260 ★★★★½
A proper compact coupé now. Could be better equipped, however. **LxWxH** 4432x1774x1418 **Kerb weight** 1420kg

218i	134	130	8.8-8.9	35.8-38.2	TBC
220i	181	143	7.2	36.2-38.2	TBC
230i	248	155	5.6	35.8-36.7	TBC
M240i	335	155	4.6-4.8	32.5	TBC
M2 Competition	404	155	4.2-4.4	28.2-29.1	TBC
218d	148	132	8.3-8.5	47.9-52.3	TBC
220d	187	143	7.1-7.2	47.1-50.4	TBC
220d xDrive	187	140	7.0	43.5-46.3	TBC
225d	220	151	6.3	46.3-47.9	TBC

2 Series Convertible 2dr open £28,965–£43,085 ★★★½☆
Better than its 1 Series forebear but lacks truly distinguishing premium qualities. **LxWxH** 4432x1774x1413 **Kerb weight** 1440kg

218i	134	130	9.4-9.6	33.6-36.2	TBC
220i	181	143	7.7	34.4-35.8	TBC
230i	248	155	5.9	34.0-34.9	TBC
M240i	335	155	4.7-4.9	31.4	TBC
218d	148	132	8.8-9.0	45.6-47.9	TBC
220d	187	143	7.5-7.6	45.6-48.7	TBC
225d	220	151	6.5	44.1-44.8	TBC

2 Series Active Tourer 5dr hatch £25,565–£37,550 ★★★★☆
BMW's FWD hatch is a proper contender but not as practical as some of its rivals. **LxWxH** 4342x1800x1555 **Kerb weight** 1360kg

218i	134	127	9.3	39.8-44.1	TBC
220i	181	142	7.4	37.2-38.7	TBC
225xe	248	125	6.7	88.3-100.9	TBC
216d	335	121	11.1	55.4-58.9	TBC
218d	148	129	9.0-9.1	49.6-55.4	TBC
220d	187	141	7.6	50.4-53.3	TBC
220d xDrive	187	138	7.5	47.9-51.4	TBC

2 Series Gran Tourer 5dr MPV £27,470–£37,750 ★★★★½
Brings a proper premium MPV to the table. Third row seats aren't adult-sized, though. **LxWxH** 4556x1800x1608 **Kerb weight** 1475kg

218i	134	127	9.5-9.8	38.2-40.9	TBC
220i	181	137	7.8	35.3-36.2	TBC
216d	335	119	11.8	53.3-55.4	TBC
218d	148	127	9.6	47.9-51.4	TBC
220d	187	138	8.2	47.9-49.6	TBC
220d xDrive	187	135	8.0	45.6-47.1	TBC

3 Series 4dr saloon £32,565–£48,555 ★★★★★
Latest 3 Series has a growth spurt, but size is no obstacle for an engaging drive. **LxWxH** 4709x1827x1442 **Kerb weight** 1450kg

320i	181	146	7.1	41.5-43.5	124-127
330i	254	155	5.8	38.2-41.5	134-139
330e	288	155	5.9	188.3-201.8	37-38
M340i xDrive	369	155	4.4	34.0-34.9	162
318d	148	132	8.3-8.4	52.3-55.4	109-116
320d	187	146	6.8-7.1	49.6-56.5	110-118
320d xDrive	187	144	6.9	47.1-49.6	119-121
330d	263	155	5.5	44.1-47.9	133-138
330d xDrive	263	155	5.1	42.2-47.1	136-140

3 Series Touring 5dr estate £35,235–£48,765 ★★★★½
Towering everyday appeal. Arguably the best all-rounder sensible money can buy. **LxWxH** 4620x1811x1430 **Kerb weight** 1565kg

330i	254	155	5.9	39.2-40.4	139-146
320d	188	142	7.1-7.9	49.6-50.4	115-121
320d xDrive	188	142	7.4	47.9-51.4	121-124
330d xDrive	261	155	5.4	42.8-43.5	142-146

4 Series 2dr coupé £34,805–£65,300 ★★★★☆
A talented GT and a brilliant B-road steer that is very well-equipped. **LxWxH** 4640x1825x1377 **Kerb weight** 1475kg

420i	181	146	7.3-7.5	35.3-37.7	TBC
420i xDrive	181	144	7.6-7.8	33.6-36.2	TBC
430i	248	155	5.8-5.9	34.9-37.2	TBC
440i	321	155	5.0-5.2	31.0-33.6	TBC
M4	425	155	4.1-4.3	27.7-28.5	TBC
M4 Competition pack	444	155	4.0-4.2	24.7-28.5	TBC
420d	187	146	7.2-7.4	46.3-50.4	TBC
420d xDrive	187	144	7.3	43.5-45.6	TBC
430d	254	155	5.5	40.9-42.2	TBC
430d xDrive	254	155	5.2	38.7-39.2	TBC
435d xDrive	308	155	4.7	39.2-40.4	TBC

4 Series Convertible 2dr open £41,495–£68,720 ★★★★☆
A talented gran tourer with the ability to remove the roof. What's not to like? **LxWxH** 4640x1825x1384 **Kerb weight** 1700kg

420i	181	146	8.2-8.4	34.0-35.8	TBC
430i	248	155	6.3-6.4	32.8-35.3	TBC
440i	321	155	5.4	29.7-30.4	TBC
M4	425	155	4.4-4.6	27.2-28.0	TBC
M4 Competition pack	444	155	4.3-4.5	26.9-28.0	TBC
420d	187	146	8.1-8.2	44.1-46.3	TBC
430d	254	155	5.9	39.2-39.8	TBC
435d xDrive	308	155	5.2	37.7-38.2	TBC

4 Series Gran Coupé 4dr coupé £34,755–£50,040 ★★★★☆
Essentially a prettier 3 Series. Good, but not better than the regular saloon. **LxWxH** 4640x1825x1404 **Kerb weight** 1520kg

420i	181	146	7.5-7.7	34.9-37.1	TBC
420i xDrive	181	144	7.8-8.1	33.2-25.8	TBC
430i	248	155	5.9	34.4-37.2	TBC
440i	321	155	5.1	30.7-31.7	TBC
420d	187	146	7.4-7.6	46.3-51.4	TBC
420d xDrive	187	144	7.5	43.5-46.3	TBC
430d	254	155	5.6	40.9-41.5	TBC
430d xDrive	254	155	5.3	38.2-39.2	TBC
435d xDrive	308	155	4.8	39.2-39.8	TBC

5 Series 4dr saloon £37,640–£98,100 ★★★★½
The perfect compromise between the comfy E-Class and dynamic XF, and then some. **LxWxH** 4936x2126x1479 **Kerb weight** 1530kg

520i	181	146	7.8	38.2-40.4	TBC
530i	248	155	6.2	35.8-38.2	TBC
540i xDrive	335	155	4.8	29.4-31.4	TBC
M5	592	155	3.4	23.5-24.1	TBC
M5 Competition	616	155	3.3	23.5-24.1	TBC
530e	248	146	6.2	117.7-128.4	TBC
518d	148	132	8.8	47.1-52.3	TBC
520d	187	147	7.5	44.1-52.3	TBC
520d xDrive	187	144	7.6	43.5-48.7	TBC
530d	261	155	5.7	43.5-45.6	TBC
530d xDrive	261	155	5.4	39.2-41.5	TBC

5 Series Touring 5dr estate £39,890–£55,900 ★★★★½
The excellent 5 Series made in more practical form. The 520d is still the best. **LxWxH** 4942x2126x1498 **Kerb weight** 1630kg

520i	181	139	8.2	34.9-38.2	TBC
530i	248	155	6.5	34.0-36.7	TBC
540i xDrive	335	155	5.1	28.2-30.4	TBC
520d	187	147	7.8	44.1-47.9	TBC
520d xDrive	187	144	7.9	42.2-46.3	TBC
530d	261	155	5.8	40.9-43.5	TBC
530d xDrive	261	155	5.6	37.7-41.5	TBC

6 Series Gran Turismo 5dr hatch £43,910–£59,010 ★★★½☆
A large improvement on the 5GT and dynamically sound. Still an oddball, though. **LxWxH** 5007x1894x1392 **Kerb weight** 1720kg

630i	254	155	6.3	32.1-34.9	TBC
640i xDrive	335	155	5.3	26.9-29.1	TBC
620d	198	137	7.9	42.8-46.3	TBC
620d xDrive	198	135	8.0	40.4-44.8	TBC
630d	261	155	6.1	40.4-43.5	TBC
630d xDrive	261	155	6.0	37.2-40.9	TBC

7 Series 4dr saloon £69,565–£139,120 ★★★★☆
Rules on in-car entertainment and diesel sophistication; otherwise too bland. **LxWxH** 5098x1902x1478 **Kerb weight** 1755kg

740i	338	155	5.5	31.7-34.0	TBC
750i xDrive	527	155	4.0	25.7-26.9	TBC
M760Li xDrive	583	155	3.8	20.8-21.6	TBC
730d	261	155	6.1	41.5-43.5	TBC
730d xDrive	261	155	5.8	39.2-40.9	TBC
740d xDrive	315	155	5.2	37.7-39.8	TBC
745e	283	155	5.1-5.2	104.6-141.2	TBC

8 Series 2dr coupé/2dr open £71,840–£107,220 ★★★★☆
Has dynamism to spare, but not quite the breadth of ability of the best sporting GTs. **LxWxH** 4843x1902x1341 **Kerb weight** 1830kg

840i	335	155	5.0	33.2-33.6	TBC
M850i xDrive	523	155	3.7	26.2-26.9	TBC
840d xDrive	316	155	4.9	39.2-40.4	TBC

8 Series Gran Coupé 4dr saloon £69,340–£97,720 ★★★★☆
Four-door grand tourer offers greater practicality than its two-door siblings. **LxWxH** 5072x1932x1397 **Kerb weight** 1800kg

840i	335	155	5.2	31.7-33.2	TBC
M850i xDrive	523	155	3.9	24.4-24.6	TBC
840d xDrive	316	155	5.1	38.2-39.2	TBC

X1 5dr SUV £28,795–£38,145 ★★★★☆
Pick of the premium bunch but a tad unrefined and has ordinary handling. **LxWxH** 4439x1821x1598 **Kerb weight** 1395kg

sDrive18i	138	127	9.7	39.2-40.9	TBC
sDrive20i	189	138	7.4	36.7-38.2	TBC
xDrive20i	189	TBC	7.7	34.4-35.8	TBC
sDrive18d	148	126	9.3-9.4	47.9-49.6	TBC
xDrive18d	148	126	9.3-9.4	46.3-47.9	TBC
xDrive20d	187	136	7.8	45.6-47.9	TBC

X2 5dr SUV £29,725–£44,235 ★★★★☆
Proves crossovers aren't always worse than the hatchbacks on which they're based. **LxWxH** 4360x1824x1526 **Kerb weight** 1460kg

sDrive18i	138	127	9.6	39.8-43.5	TBC
sDrive20i	189	141	7.7	37.2-39.8	TBC
xDrive20i	189	TBC	7.6	34.9-36.2	TBC
M35i	302	155	4.9	33.6-34.0	TBC
sDrive18d	148	129	9.3-9.8	47.9-52.3	TBC
xDrive18d	148	128	9.2	46.3-49.6	TBC
xDrive20d	185	137	7.7	45.6-50.4	TBC

X3 5dr SUV £40,355–£77,190 ★★★★☆
Continues where the last one left off. Dynamically good and more luxurious inside. **LxWxH** 4708x1891x1676 **Kerb weight** 1750kg

xDrive20i	181	134	8.3	29.4-31.4	TBC
M40i	355	155	4.8	25.7-26.6	TBC
X3M Competition	503	155	4.1	26.9	TBC
xDrive20d	187	132	8.0	39.2-41.5	TBC
xDrive30d	261	149	5.8	36.7-38.7	TBC
M40d	321	155	4.9	35.3-36.7	TBC

X4 5dr SUV £44,875–£80,110 ★★★½☆
Downsized X6 is respectable enough if not loveable, but the X3 is a better option. **LxWxH** 4671x1881x1624 **Kerb weight** 1735kg

M40i	336	155	4.9	25.9-26.9	TBC
X4M Competiton	503	155	4.1	26.7	TBC
xDrive20d	187	131	8.0	39.2-41.5	TBC
xDrive30d	254	145	5.8	36.7-40.9	TBC
M40d	322	155	4.9	35.3-27.2	TBC

X5 5dr SUV £57,640–£74,170 ★★★★☆
More capable, convenient, refined and classy SUV that's a more satisfying drive. **LxWxH** 4922x2004x1745 **Kerb weight** 2110kg

xDrive40i	335	155	5.5	25.0-27.2	TBC
xDrive45e	282	TBC	5.6	188.3-235.4	TBC
M50i	523	155	4.3	22.6-23.2	TBC
xDrive30d	261	130	6.8	34.0-37.7	TBC
M50d	395	155	5.3	32.5-33.6	TBC

X6 5dr SUV £59,340–£76,870 ★★★½☆
The world's first off-road coupé, but appearances make it difficult to love. **LxWxH** 4909x1989x1702 **Kerb weight** 2065kg

xDrive40i	338	155	5.5	26.4-28.5	TBC
M50i	523	155	4.3	23.0-23.5	TBC
xDrive30d	254	143	6.7	32.5-33.6	TBC
M50d	375	155	5.2	29.4-30.1	TBC

X7 5dr SUV £72,315–£90,935 ★★★★☆
BMW's largest SUV yet crowns the line-up, but faces strong competition. **LxWxH** 5151x2000x1805 **Kerb weight** 2395kg

xDrive40i	338	155	6.1	24.6-24.8	TBC
M50i	523	155	4.7	21.6-21.9	TBC
xDrive30d	262	155	7.0	32.8-33.6	TBC
M50d	398	155	5.4	31.0-31.4	TBC

i3 5dr hatch £35,350–£37,840 ★★★★½
Our favourite high-end small car happens to be an EV, and it could change motoring. **LxWxH** 3999x1775x1578 **Kerb weight** 1245kg

120Ah	167	93	7.3	TBC	0
120Ah S	180	99	6.9	TBC	0

i8 2dr coupé/roadster £115,105–£127,105 ★★★★☆
If BMW's plug-in hybrid is what the future of the sports car looks like, we welcome it. **LxWxH** 4689x1942x1293 **Kerb weight** 1485kg

1.5 eDrive	374	155	4.4-4.6	128.4	TBC

Z4 2dr coupé £37,115–£49,185 ★★★★☆
Better to drive than ever, but makes a better open-top cruiser than a true sports car. **LxWxH** 4689x1942x1293 **Kerb weight** 1485kg

sDrive20i	195	155	6.6	38.7-39.8	TBC
sDrive30i	255	155	5.4	37.7-38.7	TBC
M40i	338	155	4.6	33.2	TBC

CADILLAC

CTS-V 4dr saloon £85,428 ★★★★☆
Eat your heart out, Germany - but lacks handling finesse of its European rivals. **LxWxH** 5050x1863x1447 **Kerb weight** 1850kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
6.2 V8 RWD	640	199	3.7	TBC	TBC

Escalade 5dr SUV £93,260 ★★☆☆☆
Cadillac's luxury SUV remains too large and ungainly for the UK. **LxWxH** 5179x2061x1896 **Kerb weight** 2635kg

6.2 V8 AWD	420	112	6.7-6.9	TBC	TBC

CATERHAM

Seven 2dr open £26,490-£53,885 ★★★★½
The 360 is the sweet spot in the revised range, giving the Seven just the right hit of performance. **LxWxH** TBC **Kerb weight** 490kg

1.6 Sigma Ti-VCT 270	135	122	5.0	TBC	TBC
1.6 Sigma Ti-VCT 310	152	127	4.9	TBC	TBC
2.0 Duratec 360	180	130	4.8	TBC	TBC
2.0 Duratec 420	210	136	3.8	TBC	TBC
2.0 Supercharged 620S	310	145	3.4	TBC	TBC
2.0 Supercharged 620R	310	155	2.79	TBC	TBC

CHEVROLET

Camaro 2dr coupé/convertible £35,770-£47,850 ★★★½☆
An affordable American muscle car, but LHD only and less usable and unrefined. **LxWxH** 4784x1897 **Kerb weight** 1539kg

2.0 Turbo	268	149	5.9-6.1	TBC	TBC
6.2 V8	446	155-180	4.4-4.8	TBC	TBC

Corvette 2dr coupé/open £72,945-£100,305 ★★★½
LHD only and less usable and less able than rivals, but disarming and inimitable. **LxWxH** 4492x1872x1239 **Kerb weight** 1539kg

6.2 V8	459	180	4.1-4.2	TBC	TBC
6.2 V8 Z06	650	196	3.7-3.8	TBC	TBC

CITROEN

C-Zero 5dr hatchback £20,520 ★★★☆☆
Well-engineered electric city car, but too expensive and lacks the range of rivals. **LxWxH** 3475x1475x1600 **Kerb weight** 1120kg

Electric	64	80	15.9	TBC	0

C1 3dr hatch/5dr hatch £10,140-£14,110 ★★★½☆
Slightly cheaper than its Toyota sibling but less visually charming. **LxWxH** 3455x1615x1460 **Kerb weight** 855kg

1.0 VTi 72	71	99	12.6	TBC	TBC

C3 5dr hatchback £13,050-£19,310 ★★★½☆
Funky, fresh look gives a lease of life, shame that underneath isn't the same. **LxWxH** 3996x1749x1474 **Kerb weight** 976kg

1.2 PureTech 82	79	107	12.8	TBC	TBC
1.2 PureTech 110	107	117	9.3	TBC	TBC
1.6 BlueHDi 100	96	115	10.6	TBC	TBC

C3 Aircross 5dr hatchback £16,655-£21,245 ★★★½☆
Funky-looking C3 gets a jacked-up, rugged SUV look. **LxWxH** 4155x1765x1637 **Kerb weight** 1088kg

1.2 PureTech 82	79	103	15.9	TBC	TBC
1.2 PureTech 110	107	115	11.3	TBC	TBC
1.2 PureTech 130	127	124	10.4	TBC	TBC
1.6 BlueHDi 100	96	109	12.8	TBC	TBC

C4 Cactus 5dr hatchback £19,070-£23,335 ★★★½☆
Interesting and novel to look at but flawed to drive. **LxWxH** 4157x1729x1480 **Kerb weight** 965kg

1.2 PureTech 110	107	117	9.3-9.7	TBC	TBC
1.2 PureTech 130	128	120	8.2	TBC	TBC
1.6 BlueHDi 100	96	114	10.6-11.2	TBC	TBC
1.6 BlueHDi 120	118	125	8.7	TBC	TBC

C4 Spacetourer 5dr MPV £22,780-£31,270 ★★★★☆
Plushness and an improved dynamic make for a better car. **LxWxH** 4438x1826x1610 **Kerb weight** 1280kg

1.2 PureTech 130	126	125-128	10.1	TBC	TBC
1.6 BlueHDi 130	126	130	10.4	TBC	TBC
1.6 BlueHDi 160	158	131	8.9	TBC	TBC

Grand C4 Spacetourer 5dr MPV £24,880-£33,070 ★★★★☆
Alternative MPV offers something fresh, comfy, spacious and quietly upmarket. **LxWxH** 4602x1826x1638 **Kerb weight** 1297kg

1.2 PureTech 130	126	125-128	10.8	TBC	TBC
1.6 BlueHDi 130	126	130	11.3	TBC	TBC
1.6 BlueHDi 160	158	130	9.2	TBC	TBC

C5 Aircross 5dr SUV £23,830-£32,730 ★★★½☆
Smooth-riding SUV has an easy-going nature, but not the most dynamic. **LxWxH** 4500x1859x1670 **Kerb weight** 1530kg

1.2 PureTech 130	129	117	10.5	TBC	TBC
1.6 PureTech 180	178	134	8.2	TBC	TBC
1.5 BlueHDi 130	129	117	10.4	TBC	TBC
1.5 BlueHDi 180	174	131	8.6	TBC	TBC

Berlingo 5dr MPV £19,430-£26,650 ★★★★½
Boxy, slightly quirky and immensely practical van-based car returns to top form. **LxWxH** 4403x1921x1849 **Kerb weight** 1398kg

1.2 PureTech 110	108	109	11.5	37.5-42.4	TBC
1.5 BlueHDi 75	75	95	16.5	TBC	TBC
1.5 BlueHDi 100	101	109	12.3	TBC	TBC
1.5 BlueHDi 130	128	116	10.3	TBC	TBC

CUPRA

Ateca 5dr hatch £35,900-£41,175 ★★★½☆
First model from Seat's stand-alone performance brand has decent pace and precision. **LxWxH** 4376x1841x1615 **Kerb weight** 1615kg

2.0 TSI 300	296	153	5.2	TBC	TBC

DACIA

Sandero 5dr hatch £6995-£11,595 ★★★☆☆
A clever budget prospect but its limitations are unavoidable, even after a smart facelift. **LxWxH** 4069x1733x1519 **Kerb weight** 969kg

1.0 SCe 75	71	98	14.2	TBC	TBC
0.9 TCe 90	87	109	11.1	TBC	TBC
1.5 dCi 95	93	111	11.9	TBC	TBC

Sandero Stepway 5dr hatch £9195-£12,055 ★★★½☆
A more expensive and slightly more rugged cheap car - but still limited. **LxWxH** 4089x1761x1555 **Kerb weight** 1040kg

1.0 SCe 75	73	98	15.1	TBC	TBC
0.9 TCe 90	87	104	11.1	TBC	TBC
1.5 dCi 95	93	106	13	TBC	TBC

Logan MCV 5dr estate £8495-£13,095 ★★★☆☆
Lacks its stablemates' charms but retains their cheapness. **LxWxH** 4501x1733x1552 **Kerb weight** 980kg

1.0 SCe 75	71	98	14.7	TBC	TBC
0.9 TCe 90	87	109	11.1	TBC	TBC
1.5 dCi 95	93	111	11.8	TBC	TBC

Logan MCV Stepway 5dr estate £12,695-£15,155 ★★★☆☆
Given a rugged makeover but still lacks charm. Extremely practical, though. **LxWxH** 4528x1761x1559 **Kerb weight** 1090kg

0.9 TCe 90	87	106	12.4	TBC	TBC
1.5 dCi 95	93	111	13.0	TBC	TBC

Duster 5dr SUV £10,995-£19,955 ★★★½☆
A value champion. If cheap family transport is what you require, the Duster delivers. **LxWxH** 4315x2000x1625 **Kerb weight** 1147kg

1.0 TCe 100 4x2	99	105	12.5	TBC	TBC
1.3 TCe 130 4x2	128	118	11.1	TBC	TBC
1.3 TCe 150 4x4	148	121	10.6	TBC	TBC
1.5 dCi 115 4x2	111	111	10.5	TBC	TBC
1.5 dCi 115 4x4	111	108	12.1	TBC	TBC

DS

3 3dr hatch/2dr open £19,480-£23,480 ★★★★☆
Premium-brand philosophy and aesthetics appeal, but the 3 lacks dynamic refinement. **LxWxH** 3948x1715x1483 **Kerb weight** 1090kg

1.2 PureTech 110	107	117-118	9.6-10.2	39.1-44.8	TBC

3 Crossback 5dr SUV £24,555-£34,705 ★★★½☆
First foray into compact SUVs comfortably competes with more established rivals. **LxWxH** 4118x1802x1534 **Kerb weight** 1205kg

1.2 PureTech 100	98	112	10.9	46.0-52.0	TBC
1.2 PureTech 130	128	124	9.2	42.2-47.1	TBC
1.2 PureTech 155	153	129	8.2	41.7-45.7	TBC
1.5 BlueHDi 100	98	112	11.4	54.4-62.7	TBC

7 Crossback 5dr SUV £27,435-£44,120 ★★★½☆
DS's first premium SUV certainly has the right price tag, equipment and appeal. **LxWxH** 4570x1895x1620 **Kerb weight** 1420kg

1.2 PureTech 130	129	122	10.2	42.2-48.0	TBC
1.6 PureTech 180	178	137	8.9	35.2-38.5	TBC
1.6 PureTech 225 EAT8	218	141	8.3	33.6-36.5	TBC
1.5 BlueHDi 130	TBC	121	11.7	49.3-55.3	TBC
2.0 BlueHDi 180 EAT8	171	134	9.9	42.7	TBC

FERRARI

Portofino 2dr open £166,551 ★★★★☆
The entry-level Ferrari has the power, the looks and the touring ability. **LxWxH** 4586x1938x1318 **Kerb weight** 1664kg

3.9T V8	591	199	3.5	14.7-28.0	230-436

488 2dr coupé/open £197,418-£278,850 ★★★★★
Calm ride mixed with explosive performance. **LxWxH** 4568x1952x1213 **Kerb weight** 1475kg

3.9T V8 GTB	650	203-205	3.0	13.5-25.9	247-478
3.9T V8 Pista	710	212	2.85	15-26.2	245-430
3.9T V8 Pista Spider	710	211	2.85	15-26.2	245-430

F8 Tributo 2dr coupé £203,476 ★★★★★
The last hurrah for the pure internal combustion V8-powered mid-engined Ferrari. **LxWxH** 4611x1979x1206 **Kerb weight** 1435kg

3.9T V8 Tributo	710	211	2.9	TBC	TBC

GTC4 Lusso 2dr coupé £200,890-£243,126 ★★★★½
Another four-wheel-drive grand tourer Ferrari that is more usable than the FF. **LxWxH** 4922x1980x1383 **Kerb weight** 1865kg

3.9T V8	592	198	3.5	13.5-25.2	253-477
6.3 V12	670	208	3.4	9.9-21.0	308-648

812 Superfast 2dr open £263,033 ★★★★★
More powerful than the F12, but with better road manners making it the star of the range. **LxWxH** 4657x1971x1276 **Kerb weight** 1630kg

6.5 V12	777	211	2.9	11.2-20.0	320-572

FIAT

500 3dr hatch/2dr open £12,165-£20,995 ★★★½☆
Super desirable, super-cute city car. Pleasant, if not involving to drive. **LxWxH** 3571x1627x1488 **Kerb weight** 865kg

1.2 69hp	68	99	12.9	44.1	TBC
0.9 Twinair 85	83	107	11.0	49.6	TBC

500L 5dr MPV £17,910-£18,210 ★★★☆☆
A costly option but has some style to fill out some of its missing substance. **LxWxH** TBC **Kerb weight** TBC

1.4 95hp	93	103-111	12.8-13.2	34.0-34.9	TBC

500X 5dr hatch £18,500-£24,700 ★★★½☆
Familiar styling works rather well as a crossover. Drives okay, too. **LxWxH** 4248x1796x1600 **Kerb weight** TBC

1.6 E-Torq 110	108	112	11.5	36.7	TBC
1.0 Firefly Turbo 120hp	118	117	10.9	41.5	TBC
1.3 Firefly Turbo 150hp	148	124	9.1	40.9	TBC

Panda 5dr hatch £10,080-£16,580 ★★★½☆
Hasn't kept pace with its rivals, but sells robust, practical charm better than most. **LxWxH** 3653x1643x1551 **Kerb weight** 940kg

1.2 69hp	68	96-102	14.2-14.5	44.8	TBC
0.9 Twinair 85	83	103-110	11.2-12.1	37.2	TBC

Tipo 5dr hatch £14,905-£19,575 ★★★½☆
A 90s reboot that has been on a diet. Decent to drive and ample interior space. **LxWxH** 4368x1792x1495 **Kerb weight** 1195kg

1.4 95	93	115	12.1	36.2-36.7	TBC
1.4 T-Jet 120	118	124	9.6	36.7	TBC
1.6 Multijet II 120	118	124	9.8-10.2	48.7-51.4	TBC

Tipo Station Wagon 5dr estate £15,905-£17,905 ★★★½☆
Estate version is more practical, which mixes well with its driving characteristics. **LxWxH** 4571x1792x1514 **Kerb weight** 1205kg

1.4 95	93	115	12.3	36.2	TBC
1.4 T-Jet 120	118	124	9.8	34.4-36.7	TBC
1.6 Multijet II 120	118	124	10.1-10.4	48.7-50.4	TBC

FORD

Ka+ 5dr hatch £11,300-£15,050 ★★★½☆
The Ka gets two extra doors, and it's a breath of fresh air for the range. **LxWxH** 3929x1910x1524 **Kerb weight** 1055kg

1.2 Ti-VCT 70	69	99	15.3	48.7	TBC
1.2 Ti-VCT 85	83	105	13.3	43.5-47.9	TBC
1.5 TDCi 95	93	111	11.4	56.5-60.1	TBC

Fiesta 3dr/5dr hatch £15,995-£26,495 ★★★★½
Dynamically superb and continues the Fiesta legacy. No longer the class leader, though. **LxWxH** 4040x1735x1476 **Kerb weight** 1113kg

1.1 Ti-VCT 85	83	105	14.0	44.8-48.7	TBC
1.0T Ecoboost 100	98	111-113	10.5-12.2	40.4-50.4	TBC
1.0T Ecoboost 125	123	121	9.9	46.3-49.6	TBC
1.0T Ecoboost 140	138	125	9.0	46.3-48.7	TBC
1.5T Ecoboost 200 ST	197	144	6.5	40.4	TBC
1.5 TDCi Duratorq 85	83	108	12.5	55.4-60.1	TBC

Focus 5dr hatch £18,545-£31,995 ★★★★½
Better to drive and look at than before, and impressively good value. **LxWxH** 4378x1825x1471 **Kerb weight** 1369kg

1.0T Ecoboost 85	84	110	13.5	44.1-49.6	TBC
1.0T Ecoboost 100	99	116	12.1	44.1-50.4	TBC
1.0T Ecoboost 125	123	119-124	10-11.7	37.7-49.6	TBC
1.5T Ecoboost 150	148	127-130	8.8-9.7	38.2-46.3	TBC
1.5T Ecoboost 182	180	137-138	8.3-8.4	38.7-44.1	TBC
2.3T Ecoboost 280 ST	276	155	5.7	34.3	179
1.5 EcoBlue 95	94	114	11.4	56.5-64.2	TBC
1.5 EcoBlue 120	118	117-122	10.0-10.8	49.6-62.8	TBC
2.0 EcoBlue 150	148	127-130	8.5-9.3	44.1-57.6	TBC

Focus Estate 5dr estate £19,645-£33,095 ★★★½☆
Almost as good to drive as the hatch, but a Skoda Octavia will carry more. **LxWxH** 4669x1825x1481 **Kerb weight** 1485kg

1.0T Ecoboost 85	84	109	13.9	44.1-49.6	TBC
1.0T Ecoboost 100	99	115	12.7	44.1-50.4	TBC
1.0T Ecoboost 125	123	119-120	11.2-12.2	37.7-49.6	TBC
1.5T Ecoboost 150	148	129-130	8.9-9.2	38.2-46.3	TBC
1.5T Ecoboost 182	180	137-138	8.8	38.7-44.1	TBC
2.3T Ecoboost 280 ST	276	155	5.9	TBC	TBC
1.5 EcoBlue 95	94	112	11.8	56.5-64.2	TBC
1.5 EcoBlue 120	118	116-120	10.3-11.1	49.6-62.8	TBC
1.5 EcoBlue 150	148	126-129	8.7-9.5	44.1-57.6	TBC

Mondeo 5dr hatch/4dr saloon £21,495-£32,595 ★★★★☆
Does what great Fords do, by over-delivering on practicality, handling and value. **LxWxH** 4871x1852x1482 **Kerb weight** 1455kg

1.5 SCTi Ecoboost 165	162	133-138	9.1-9.2	22.8-41.5	TBC
2.0 TIVCT hybrid 187	184	116	9.2	40.9-52.3	TBC
2.0 TDCi Duratorq 150	148	131-133	10.7-10.9	36.7-61.4	TBC
2.0 TDCi Duratorq 180	177	138	9.9	36.7-56.5	TBC
2.0 TDCi D'torq 180 AWD	177	137	10.0	34.9-52.3	TBC

Mondeo Estate 5dr estate £23,295-£34,095 ★★★★☆
A vast and enjoyable estate that majors on everything a great Ford should. **LxWxH** 4867x1852x1501 **Kerb weight** 1476kg

1.5 SCTi Ecoboost 165	162	135	9.2-9.3	22.8-41.5	TBC
2.0 TIVCT hybrid 187	184	116	9.2	40.9-52.3	TBC
2.0 TDCi Duratorq 150	148	128-130	10.8-11.1	36.7-61.4	TBC
2.0 TDCi Duratorq 180	177	138	9.9	36.7-56.5	TBC
2.0 TDCi D'torq 180 AWD	177	137	10.0	34.9-52.3	TBC

Mustang 2dr coupé/open £38,795-£51,045 ★★★★☆
American muscle built for the UK. What's not to like? **LxWxH** 4784x1916x1381 **Kerb weight** 1653kg

2.3 Ecoboost	286	145	5.8	30.1-32.5	TBC
5.0 V8	444	155	4.8	23.2-25.7	TBC
5.0 V8 Bullitt	453	163	4.6	23.9	TBC

C-Max 5dr MPV £22,300-£28,795 ★★★½☆
A fun-to-drive and easy-to-live-with five-seat MPV. **LxWxH** 4379x1828x1610 **Kerb weight** 1391kg

1.0T Ecoboost 100	98	108	12.6	37.2-42.2	TBC
1.0T Ecoboost 125	123	116	11.4	37.2-42.2	TBC
1.5T Ecoboost 150	148	134	10.2	30.4-33.6	TBC
1.5 TDCi Duratorq 120	118	113-114	11.3-12.4	41.5-48.7	TBC

Grand C-Max 5dr MPV £23,900-£30,460 ★★★★☆
Mid-sized Ford handles well and can be had in five- or seven-seat form. Good value, too. **LxWxH** 4379x1828x1610 **Kerb weight** 1493kg

1.0T Ecoboost 100	98	107	13.6	37.2-39.8	TBC
1.0T Ecoboost 125	123	115	12.2	37.2-39.8	TBC
1.5T Ecoboost 150	148	123	10.2	30.4-32.1	TBC
1.5 TDCi Duratorq 120	118	111-112	12.3-13.4	41.5-45.6	TBC

S-Max 5dr MPV £30,490-£42,470 ★★★★☆
Better to drive and better looking than most but not quite the class leader it was. **LxWxH** 4976x1916x1655 **Kerb weight** 1645kg

2.0 TDCi EcoBlue 150	148	123	10.3	34.0-53.3	TBC
2.0 TDCi EcoBlue 190	188	129	9.5	35.8-48.7	TBC
2.0 TDCi EcoBlue 190 AWD	188	128	9.8	31.7-46.3	TBC

Galaxy 5dr MPV £33,210-£39,070 ★★★½☆
Huge seven-seat MPV. Easy to place on the road but not cheap to buy. **LxWxH** 4848x1916x1747 **Kerb weight** 1708kg

2.0 TDCi EcoBlue 150	148	122-123	10.9	33.6-52.3	TBC
2.0 TDCi EcoBlue 190	188	129-131	9.6-9.8	35.8-52.3	TBC
2.0 TDCi EcoBlue 190 AWD	188	128	10.6	31.7-44.8	TBC

Ecosport 5dr SUV £17,850-£23,000 ★★★☆☆
Facelifted version of the pumped-up Fiesta is okay, but developing-world roots show. **LxWxH** 4096x1765x1653 **Kerb weight** 1280kg

1.0T Ecoboost 100	98	105	11.9	39.8-44.1	TBC
1.0T Ecoboost 125	123	111	11.0-11.6	34.4-44.1	TBC
1.0T Ecoboost 140	138	115	10.2	39.8-43.5	TBC
1.5 TDCi EcoBlue 100	99	105	13.6	48.7-56.5	TBC

Kuga 5dr SUV £23,375-£37,200 ★★★★½
Bigger and sharper-looking than before but still retains its taut, responsive handling. **LxWxH** 4524x1838x1689 **Kerb weight** 1560kg

1.5 Ecoboost 120	118	112	12.5	34.9-35.3	TBC
1.5 Ecoboost 150	148	121	9.7	28.2-35.3	TBC
1.5 Ecoboost 176 AWD	174	124	10.1	28.5-29.1	TBC
1.5 TDCi 120	118	106-108	12.4-12.7	44.1-46.3	TBC
1.5 TDCi 150	148	119-121	9.9-10.1	37.2-39.2	TBC
1.5 TDCi 180 AWD	177	124-126	9.2-10.0	35.3-38.7	TBC

Edge 5dr SUV £37,020-£46,035 ★★★½☆
Mid-sized, US-developed SUV joins Ford's fleet to take on Europe's big SUVs. **LxWxH** 4808x1928x1692 **Kerb weight** 1912kg

2.0 EcoBlue 150	148	129	11.2	38.2-42.2	TBC
2.0 EcoBlue 238	235	134	9.6	34.4-41.5	TBC

GT 2dr coupé £420,000 ★★★★☆
The GT is back as a race car for the road. Compelling if not perfect. **LxWxH** 4808x1928x1692 **Kerb weight** 1912kg

3.5 V6 Ecoboost	650	216	3.0	TBC	TBC

Ranger 4dr pick-up £25,924-£48,784 ★★★★☆
Capable pick-up becomes off-road monster in Raptor spec, but loses VAT incentives. **LxWxH** 5277x1977x1703 **Kerb weight** 1866kg

2.0 EcoBlue 130	128	106	13.5	42.8	173
2.0 EcoBlue 170	158	109	11.8	40.4-43.5	184-207
2.0 EcoBlue 213	210	106	10.5	TBC	201-233
3.2 Duratorq TDCi 200	197	109	10.6	32.1-36.2	221-231

GINETTA

G40 Club Car 2dr coupé £35,000 (+champ pack) ★★★½☆
A balanced, affordable and fine-looking track-day car. Some of the finish isn't quite up to snuff. **LxWxH** TBC **Kerb weight** 840kg

1.8 Zetec	135	125	TBC	TBC	TBC

HONDA

Jazz 5dr hatch £14,600-£19,810 ★★★★☆
Not the most compact or vivacious but has decent handling and is cleverly packaged. **LxWxH** 3995x1694x1550 **Kerb weight** 1066kg

1.3 i-VTEC	99	113-118	11.2-12.3	48.7	TBC
1.5 i-VTEC	128	113-118	8.7-10.1	42.8	TBC

Civic 5dr hatch £19,305-£34,075 ★★★★☆
A fresh look while remaining practical, refined and upmarket. Lacks some dynamism. **LxWxH** 4518x1799x1434 **Kerb weight** 1275kg

1.0 VTEC Turbo 126PS	124	125-126	10.2-11.2	47.9	TBC
1.5 VTEC Turbo 182PS	179	125-136	8.2-8.5	46.3	TBC
1.6 i-DTEC 120PS	118	125	10.1	62.8	TBC
2.0 VTEC Turbo Type R	315	169	5.8	33.2	TBC

Civic 4 Door 4dr saloon £19,905-£28,155 ★★★★☆
Saloon bodystyle gives Civic a more upmarket feel, without hurting its refined drive. **LxWxH** 4648x1799x1416 **Kerb weight** 1314kg

1.0 VTEC Turbo 126PS	124	130	10.7	47.9	TBC
1.6 i-DTEC 120PS	118	125	9.9	64.2	TBC

HR-V 5dr SUV £20,040-£29,615 ★★★½☆
Cleverly packaged and comfortable. Bland performance and forgettable, though. **LxWxH** 4294x1772x1605 **Kerb weight** 1241kg

1.5 i-VTEC 130PS	128	116-119	10.2-11.4	42.2	TBC
1.5 i-VTEC Turbo 182PS	180	134	7.8	47.1-47.9	TBC
1.6 i-DTEC	120	119	10.0	54.3-56.5	TBC

CR-V 5dr SUV £26,310-£38,830 ★★★★☆
Tardis-like SUV stalwart has lots of space for five and a big boot. **LxWxH** 4605x1820x1685 **Kerb weight** 1515kg

1.5 i-VTEC	171	130	9.3	38.7	TBC
1.5 i-VTEC AWD	171	124-129	9.8-10.0	32.5-36.2	TBC
2.0 i-MMD hybrid	181	112	9.2	40.9	TBC

NSX 2dr coupé £144,755 ★★★★½
Honda's supercar given a modern reboot, and it's some piece of engineering. **LxWxH** 4487x1939x1204 **Kerb weight** 1725kg

3.5 V6 hybrid	573	191	2.9	TBC	TBC

HYUNDAI

i10 5dr hatch £9895-£14,425 ★★★★☆
Prioritises maturity over fun, resulting in a car that is practical and well-priced. **LxWxH** 3665x1660x1500 **Kerb weight** 933kg

1.0 DOHC	64	97	14.7	50.4	TBC
1.2 DOHC	84	103-109	12.1-13.8	40.9-46.3	TBC

i20 5dr hatch £13,995-£18,645 ★★★★☆
Combines decent performance with good practicality and running costs. **LxWxH** 4035x1734x1474 **Kerb weight** 980kg

1.0 T-GDI 100	98	113-117	10.8-11.4	47.9-49.6	TBC
1.0 T-GDI 120	118	118	10.2	46.3	TBC
1.2 MPI 75	74	99	13.6	46.3	TBC
1.2 MPI 84	83	106	12.8	45.6-46.3	TBC

i30 5dr hatch £17,125-£29,495 ★★★½☆
As good as we've come to expect from Hyundai, but not one inch better. **LxWxH** 4340x1795x1455 **Kerb weight** 1194kg

1.0 T-GDi 120	118	118	11.1	45.6	TBC
1.4 T-GDi 140	138	127-130	8.9-9.2	42.2-46.3	TBC
1.6 CRDi 115	113	118	11.0-11.2	58.9-60.1	TBC
2.0 T-GDi 250 N	247	155	6.4	34.9	TBC
2.0 T-GDi 275 N Performance	272	155	6.1	34.0	TBC

i30 Fastback 4dr saloon £20,435-£29,995 ★★★½☆
Combines good looks with sensible practicalities and dynamic charm. **LxWxH** 4455x1795x1425 **Kerb weight** 1287kg

1.0 T-GDi 120	118	117	11.5	54.3	TBC
1.4 T-GDi 140	138	129	9.2	49.6-52.3	TBC
2.0 T-GDi 275 N	272	155	6.1	34.0	TBC

i30 Tourer 5dr estate £17,625-£26,125 ★★★½☆
Another solid car. Good value and practical but lacks excitement. **LxWxH** 4585x1795x1465 **Kerb weight** 1245kg

1.0 T-GDi 120	118	117	11.4	47.9-49.6	TBC
1.4 T-GDi 140	138	126-129	9.2-9.5	44.8-46.3	TBC
1.6 CRDi 110	108	117	11.3	58.9-60.1	TBC
1.6 CRDi 136	134	123	10.9	56.5-57.6	TBC

i40 4dr saloon £22,995-£29,125 ★★★½☆
Useful, inoffensive and well-priced, but don't expect any fireworks. **LxWxH** 4745x1815x1470 **Kerb weight** 1497kg

1.6 GDI 135	133	122	11.5	39.2	TBC
1.6 CRDi 115	113	117	12.0	56.6	TBC
1.6 CRDi 136	134	122	10.8-11.5	54.3	TBC

i40 Tourer 5dr estate £21,610-£29,630 ★★★½☆
A practical estate but still rather dull and ordinary. **LxWxH** 4775x1815x1470 **Kerb weight** 1514kg

1.6 GDI 135	133	121	11.6	38.2	TBC
1.6 CRDi 115	113	116	12.2	54.6	TBC
1.6 CRDi 136	134	121-122	11.0-11.7	52.3	TBC

Ioniq 5dr hatch £21,790-£32,045 ★★★½☆
First attempt at electrification for the masses is a good effort. **LxWxH** 4470x1820x1450 **Kerb weight** 1370kg

1.6 Hybrid 141	139	115	10.8-11.1	61.4-62.8	TBC
1.6 Plug-in Hybrid 141	139	110	10.6	247.8	TBC
Electric Motor

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.0 T-GDi 120 2WD	118	112	12.0	44.1-44.8	TBC
1.6 T-GDi 177PS 4WD	175	127	7.9	34.0-33.6	TBC
1.6 CRDi 115 2WD	113	114	10.7	55.4-56.5	TBC
1.6 CRDi 136 2WD	134	119	10.2	52.3	TBC
Electric 39kWh	134	96	9.6	TBC	0
Electric 64kWh	201	104	7.6	TBC	0

Nexo 5dr SUV £65,995 ★★★½☆
Impressive effort that heads in the right direction for fuel cell cars. **LxWxH** 4670x2060x1640 **Kerb weight** 1814kg

95kW fuel cell	161	130	9.6	42mpkg	0

Tucson 5dr SUV £22,045-£34,945 ★★★½☆
Classy, roomy cabin and predictable handling. A very competitive SUV. **LxWxH** 4475x1850x1650 **Kerb weight** 1379kg

1.6 GDi 132PS	130	113	11.5	35.3	TBC
1.6 T-GDi 177PS	175	125-126	8.9-9.2	34.9-36.2	TBC
1.6 CRDi 115PS	113	109	13.7	48.7-49.6	TBC
1.6 CRDi 136PS	134	114-116	10.6-12.0	45.6-47.1	TBC
2.0 CRDi 185PS	182	125	9.5	40.9	TBC

Santa Fe 5dr SUV £33,425-£43,295 ★★★½☆
Another big Korean SUV with lots of space for not a lot of cash. Slick and comfy. **LxWxH** 4700x1880x1675 **Kerb weight** 1939kg

2.2 CRDi 200	197	127	9.3-9.4	38.7-43.5	TBC
2.2 CRDI 200 AWD	197	127	9.4-9.5	38.7-40.4	TBC

JAGUAR

XE 4dr saloon £31,505-£45,640 ★★★★½
Tops the pile thanks to outstanding driver appeal. Poised and engaging but refined. **LxWxH** 4672x1967x1416 **Kerb weight** 1450kg

2.0d 163	160	132-133	8.3-8.9	47.8-50.7	TBC
2.0d 180	177	140	7.6-7.9	45.7-51.1	TBC
2.0d 180 AWD	177	140	7.8	40.8-44.7	TBC
2.0d 240 AWD	236	155	6.1	38.9-42.5	TBC
2.0t 200	197	148	7.2	32.5-35.1	TBC
2.0t 250	246	155	6.2	32.6-25.1	TBC
2.0t 300 AWD	295	155	5.4	30.0-33.2	TBC

XF 4dr saloon £34,950-£53,035 ★★★★½
Outstandingly broad-batted dynamically, plus a pleasant cabin. **LxWxH** 4954x1987x1457 **Kerb weight** 1545kg

2.0d 163	160	132	8.7	46.1-50.4	TBC
2.0d 180	177	136	8.0-8.1	44.8-50.9	TBC
2.0d 180 AWD	177	136	8.4	40.2-44.4	TBC
2.0d 240 AWD	236	153	6.5	38.5-42.7	TBC
3.0d V6 300	295	155	6.2	40.8-43.2	TBC
2.0t 250	246	152	6.6	31.5-34.4	TBC
2.0t 300 AWD	295	155	5.8	29.9-32.6	TBC

XF Sportbrake 5dr estate £37,390-£55,035 ★★★★½
Superb XF is now available in the more practical Sportbrake form. It's a win-win. **LxWxH** 4954x1987x1496 **Kerb weight** 1660kg

2.0d 163	160	136	9.3-9.4	45.8-48.2	TBC
2.0d 180	177	138	8.8	44.0-48.4	TBC
2.0d 180 AWD	177	136	8.9	39.3-43.1	TBC
2.0d 240 AWD	236	150	6.7	37.8-41.5	TBC
3.0d V6 300	295	155	6.6	40.1-42.1	TBC
2.0t 250	246	150	7.1	30.8-33.3	TBC
2.0t 300	295	155	6.1	28.9-31.0	TBC

XJ 4dr saloon £62,360-£83,105 ★★★★☆
Mixes dynamism and refinement so well, but not as spacious or cosseting as some. **LxWxH** 5130x1899x1460 **Kerb weight** 1835kg

3.0d V6 300	295	155	6.2	35.7-36.3	TBC

F-Type 2dr coupé £51,925-£113,085 ★★★★½
A full-blooded assault on Porsche's backyard, with noise, power and beauty. **LxWxH** 4482x1923x1311 **Kerb weight** 1525kg

2.0t 300	295	155	5.7	30.3-31.2	TBC
3.0s V6 340	335	161	5.3-5.7	25.1-28.3	TBC
3.0s V6 380	374	171	4.9-5.5	24.6-26.6	TBC
3.0s V6 380 AWD	374	171	5.1	25.0-25.3	TBC
5.0s V8 550 R AWD	542	186	4.1	25.7-25.9	TBC
5.0s V8 575 SVR AWD	567	200	3.7	25.5	TBC

F-Type Convertible 2dr open £57,405-£118,575 ★★★★½
Costs serious money, but you get a serious car with a likeable wild side. **LxWxH** 4482x1923x1308 **Kerb weight** 1545kg

2.0t 300	295	155	5.7	30.4-31.1	TBC
3.0s V6 340	335	161	5.3-5.7	27.4-27.9	TBC
3.0s V6 380	374	171	4.9-5.5	25.9-26.2	TBC
3.0s V6 380 AWD	374	171	5.1	25.0-25.4	TBC
5.0s V8 550 R AWD	542	186	4.1	25.7-26.0	TBC
5.0s V8 575 SVR AWD	567	195	3.7	25.5	TBC

E-Pace 5dr SUV £28,930-£46,060 ★★★★☆
Jaguar's second SUV looks enticing, but can it make an impact like the F-Pace's? **LxWxH** 4411x1984x1649 **Kerb weight** 1775kg

2.0 D150	148	124	9.5	39.1-42.6	TBC
2.0 D150 AWD	148	120	9.9-10.1	36.3-41.7	TBC
2.0 D180 AWD	177	127-128	8.7-9.4	36.1-41.1	TBC
2.0 D240 AWD	236	139	7.0	34.5-36.9	TBC
2.0 P200 AWD	198	134	7.7	27.8-30.1	TBC
2.0 P250 AWD	245	143	6.6	27.1-29.5	TBC
2.0 P300 AWD	295	151	5.9	26.2-28.1	TBC

F-Pace 5dr SUV £36,520-£74,835 ★★★★☆
Credible first SUV effort is as refined and dynamic as a Jaguar should be. **LxWxH** 4746x2070x1667 **Kerb weight** 1690kg

2.0d 163	160	121	10.2	40.9-44.8	TBC
2.0 20d 180	177	129	8.5	39.9-43.4	TBC
2.0 20d 180 AWD	177	129	8.7	36.8-40.0	TBC
2.0 25d 240 AWD	236	135	7.2	35.4-38.5	TBC
3.0 V6 30d 300 AWD	295	150	6.2	34.2-36.6	TBC
2.0 25t 250 AWD	246	135	6.8	27.2-29.2	TBC
2.0 30t 300 AWD	295	145	6.0	26.2-28.0	TBC
5.0 V8 SVR 550 AWD	548	176	4.1	22.1	TBC

I-Pace 5dr SUV £64,495-£74,995 ★★★★½
Fast, refined and the first of its kind from a European manufacturer. **LxWxH** 4682x1895x1558 **Kerb weight** 2133kg

EV400	398	124	4.5	TBC	0

JEEP

Compass 5dr SUV £23,755-£35,325 ★★★☆☆
Wants to be a catch-all crossover, but is beaten by more road-focused rivals. **LxWxH** 4394x2033x1629 **Kerb weight** 1430kg

1.4 Multiair II 140	138	119	9.9	TBC	TBC
1.4 Multiair II 170 4WD	167	124	9.5	TBC	TBC
1.6d MultiJet II 120	118	115	11.0	TBC	TBC
2.0d MultiJet II 140 4WD	138	118	10.1	TBC	TBC
2.0d MultiJet II 170 4WD	167	122	9.5	TBC	TBC

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)

Renegade 5dr SUV £23,500-£31,400 ★★★½☆
Middling compact crossover with chunky looks but no obvious charm. **LxWxH** 4236x1805x1667 **Kerb weight** 1346kg

1.0 GSE T3 120	118	115	11.2	38.2	TBC
1.3 GSE T4 150	148	122	9.4	38.2-39.8	TBC
1.6d MultiJet II 120	118	111	10.2	45.6-48.7	TBC
2.0d MultiJet II 140 4WD	138	113	9.5-10.2	37.7-40.4	TBC
2.0d MultiJet II 170 4WD	167	122	8.9	35.8	TBC

Cherokee 5dr SUV £35,750 ★★½☆☆
Hamstrung by poor UK specification. Uninspiring but practical and roomy. **LxWxH** 4624x1859x1670 **Kerb weight** 1738kg

2.2d MultiJet 185 4WD	182	127	8.8	TBC	TBC

Grand Cherokee 5dr SUV £49,880 ★★★½☆
The best Jeep on sale by some margin. Comfortable and well-equipped. **LxWxH** 4828x1943x1792 **Kerb weight** 2266kg

3.0 MultiJet 250 4WD	247	126	8.2	TBC	TBC

Wrangler 2dr/4dr SUV £44,865-£48,365 ★★★★☆
Heavy-duty off-roader goes anywhere, but lacks on-road manners. **LxWxH** 4223x1873x1840 **Kerb weight** 1827kg

2.2d MultiJet II 200 4WD	197	114	9.5	28.8-30.4	TBC

KIA

Picanto 5dr hatch £9720-£14,720 ★★★☆☆
Nice drive and cabin, but now overshadowed by rivals. **LxWxH** 3595x1406x1485 **Kerb weight** 935kg

1.0 MPi	66	100	13.8	49.6-50.4	127-129
1.0 T-GDi	99	112	10.1	48.7	133
1.25 MPi	83	100-107	11.6-13.2	42.2-49.6	129-151

Rio 5dr hatch £12,220-£18,010 ★★★½☆
Looks great and is well-priced, but nowhere near its European rivals. **LxWxH** 4065x1725x1445 **Kerb weight** 1155kg

1.0 T-GDi 99	99	115	10.3	48.7	132-133
1.0 T-GDi 118	118	118	9.8	44.8-47.1	137-142
1.25 MPi	83	107	12.5	45.6-46.3	138-140
1.4 MPi	98	103-108	11.8-13.4	42.2-46.3	138-151

Ceed 5dr hatch £18,295-£27,185 ★★★★☆
Third-generation hatchback can now compete for class honours. **LxWxH** 4310x1800x1447 **Kerb weight** 1315kg

1.0 T-GDi 118	118	116	10.9	47.9-50.4	127-134
1.4 T-GDi 138	138	128-130	8.6-8.9	43.5-46.3	139-148
1.6 T-GDI 201	201	142	7.5	38.2	169
1.6 CRDi 114	114	118	10.6	57.6-58.9	126-129
1.6 CRDI 134	134	122	10.2	57.6	129

Ceed Sportswagon 5dr estate £19,295-£28,600 ★★★★☆
All of the above, but with cavernous, more practical load space. **LxWxH** 4600x1800x1465 **Kerb weight** 1389kg

1.0 T-GDi 118	118	118	10.9	47.1	136-137
1.4 T-GDi 138	138	128-130	8.8-9.1	44.1-45.6	141-146
1.6 CRDi 114	114	119	10.7	56.5-58.9	127-132

Proceed 5dr hatch £23,840-£28,140 ★★★½☆
Alluring and interesting, but not quite as special to drive as it looks. **LxWxH** 4605x1800x1422 **Kerb weight** 1405kg

1.4 T-GDI 138	138	127-130	8.8-9.1	42.8-45.6	142-150
1.6 T-GDI 201	201	140	7.2	39.3	163
1.6 CRDI 134	134	124	9.8-10.0	54.3-56.5	132-136

Soul 5dr hatch £14,725-£30,495 ★★★½☆
Looks divide opinion. Better value now but still hardly the best option. **LxWxH** 4140x1800x1600 **Kerb weight** 1275kg

1.6 GDI 130	130	115	10.6	TBC	TBC
1.6 T-GDi 201	201	122	7.5	TBC	TBC
1.6 CRDi 134	134	112-113	10.7-10.8	TBC	TBC
27kWh Electric Drive	109	90	11.0	TBC	0

Optima 4dr saloon £22,260-£25,700 ★★★☆☆
Looks the part but is well off the pace set by its European rivals. **LxWxH** 4855x1860x1465 **Kerb weight** 1590kg

1.6 CRDi 134	134	121-122	10.6-11.2	53.3-54.3	137-139

Optima Sportswagon 5dr estate £23,100-£38,995 ★★★☆☆
Engine and finish leave it well behind rival European estates. **LxWxH** 4855x1860x1465 **Kerb weight** 1620kg

1.6 CRDi 134	134	124	9.8-10.7	51.4-52.3	140-143
2.0 T-GDi 241	241	144	7.3	30.4	211
2.0 GDi PHEV	202	119	9.1	188.3	34

Stinger 4dr saloon £32,435-£40,535 ★★★½☆
Sleek coupé-shaped saloon has the appeal and dynamics to rival Europe's best. **LxWxH** 4830x1870x1400 **Kerb weight** 1717kg

2.0 T-GDi	244	149	5.8	29.4	217
3.3 V6 T-GDi	365	168	4.7	27.7	233
2.2 CRDi	197	143	7.3	40.9	179

Venga 5dr hatch £15,625-£19,520 ★★★☆☆
A versatile interior, but firm ride and high price disappoint. **LxWxH** 4075x1765x1600 **Kerb weight** 1253kg

1.6	123	111-115	10.4-11.1	34.4-37.2	172-187

Carens 5dr MPV £19,505-£28,445 ★★★½☆
Nicely up to scratch without feeling cheap or austere, but no class leader. **LxWxH** 4525x1805x1605 **Kerb weight** 1483kg

1.6 GDi	133	115	10.9	TBC	TBC
1.7 CRDi 114	114	110	12.7	TBC	TBC
1.7 CRDi 139	139	117-120	10.0-10.9	TBC	TBC

Niro 5dr SUV £23,490-£30,845 ★★★½☆
Kia's first full hybrid is a solid attempt, but it lacks the refinement of better rivals. **LxWxH** 4355x1805x1545 **Kerb weight** 1500kg

1.6 GDi Hybrid	139	101	11.1	TBC	TBC
1.6 GDi Hybrid PHEV	139	107	10.4	TBC	TBC

Stonic 5dr SUV £16,540-£21,200 ★★★½☆
Kia's first crossover is striking and reasonably good considering the value. **LxWxH** 4140x1760x1520 **Kerb weight** 1160kg

1.4 MPI	98	107	12.2	45.6	141
1.0 T-GDi	118	115	9.9	46.3-47.1	137-138
1.6 CRDI	108	112	10.9	57.6	128

Sportage 5dr SUV £20,305-£34,545 ★★★½☆
Good ride, handling and usability. Looks good and is decent value. **LxWxH** 4480x1855x1635 **Kerb weight** 1454kg

1.6 GDi	130	113	11.1	34.9-35.7	179-184
1.6 T-GDi	174	127	8.9	34.4-34.9	184-187
1.6 T-GDI AWD	174	125-126	8.8-9.2	31.7-32.5	198-203
1.6 CRDi 114	114	109	11.4	49.6	150
1.6 CRDi 134	134	112	10.8-11.4	44.8-47.1	158-167
1.6 CRDI 134 AWD	134	112	11.6	42.8-43.5	169-173
2.0 CRDi 182 48V AWD	182	125	9.2	39.8-40.4	183-186

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)

Sorento 5dr SUV £30,225-£42,925 ★★★★☆
Kia moves upmarket with a smart, well-priced and nicely appointed seven-seater. **LxWxH** 4780x1890x1685 **Kerb weight** 1932kg

2.2 CRDi	197	127	9.0-9.6	37.7-41.5	177-196

KTM

X-Bow 0dr open £57,345-£70,717 ★★★★☆
Eccentric looks and sharp handling but expensive. **LxWxH** 3738x1915x1202 **Kerb weight** 847kg

2.0 R	290	143	3.9	TBC	TBC
2.0 GT	280	143	4.1	TBC	TBC

LAMBORGHINI

Huracán 2dr coupé £162,900-£238,000 ★★★★☆
Junior Lambo mixes usability and drama skilfully. Performante is the most rounded. **LxWxH** 4459x1924x1165 **Kerb weight** 1389kg

5.2 V10	572	198	3.4	21.4	332
5.2 V10 Evo	631	201	2.9	20.3	332
5.2 V10 Performante	631	201	2.9	19.7	357

Aventador 2dr coupé £278,000-£360,000 ★★★★☆
Big, hairy V12 has astonishing visuals and performance. Handling could be sweeter. **LxWxH** 4797x2030x1136 **Kerb weight** 1575kg

6.5 V12 S	730	217	2.9	15.4	499
6.5 V12 SVJ	759	217	2.8	15.8	486

Urus 2dr coupé £159,925 ★★★★☆
Lambo's second SUV is more alluring and aims to use the V8's power better. **LxWxH** 5112x2016x1638 **Kerb weight** 2200kg

4.0 V8	631	189	3.6	22.2	325

LAND ROVER

Range Rover Evoque 5dr SUV £31,295-£49,565 ★★★★☆
Refined, luxurious baby Range Rover has matured for its second generation. **LxWxH** 4371x1996x1649 **Kerb weight** 1891kg

2.0 eD4	145	113	10.6	TBC	TBC
2.0 P200	198	134	8.0	29.1-31.3	TBC
2.0 P250	248	143	7.0	29.1-31.2	TBC
2.0 P300	298	150	6.3	28.9-30.9	TBC
2.0 D150	148	125	10.5	42.1-44.9	TBC
2.0 D150 AWD	148	122	11.2	39.9-40.0	TBC
2.0 D180	178	127	9.3	38.2-41.5	TBC
2.0 D240	238	140	7.2	37.8-40.9	TBC

Range Rover Velar 5dr SUV £45,260-£86,685 ★★★★☆
Dubbed the most car-like Landie ever and it doesn't disappoint. Expensive. **LxWxH** 4803x2032x1665 **Kerb weight** 1829kg

2.0 P250	248	135	7.1	27.7-30.8	TBC
2.0 P300	298	145	6.2	26.9-29.8	TBC
5.0 V8 P550 SVAD	548	170	4.5	23.0	TBC
2.0 D180	178	120	8.9	37.8-42.0	TBC
2.0 D240	238	135	7.4	36.5-41.1	TBC
3.0 V6 D275	272	135	7.0	34.7-38.0	TBC
3.0 V6 D300	298	150	6.7	34.7-38.0	TBC

Range Rover Sport 5dr SUV £68,155-£101,810 ★★★★½
Bigger and better; a cut-price Range Rover rather than a jumped-up Discovery. **LxWxH** 4850x2073x1780 **Kerb weight** 2111kg

2.0 P300	298	125	7.3	24.0-26.1	TBC
2.0 P400e PHEV	401	137	6.7	75.3-86.9	TBC
3.0 P400	398	140	6.2	24.9-27.4	TBC
5.0 V8 P525	522	155	5.3	18.9-20.2	TBC
5.0 V8 P575 SVR	572	176	4.5	18.9	TBC
3.0 SDV6	302	140	7.1	28.5-32.0	TBC
4.4 SDV8	336	140	7.2	25.5-27.0	TBC

Range Rover 5dr SUV £83,655-£115,875 ★★★★½
Wherever you are, the Rangie envelops you in a lavish, invincible sense of occasion. **LxWxH** 4999x2220x1835 **Kerb weight** 2249kg

3.0 SVD6	272	130	7.9	29.1-31.5	TBC
4.4 SDV8	336	135	7.3	25.4-26.6	TBC
3.0 P400	398	140	6.3	25.1-26.7	TBC
2.0 P400e	399	137	6.8	75.7-85.1	TBC
5.0 V8 P525	522	155	5.4	18.9-20.0	TBC
5.0 V8 P565 SVAD	562	155	5.4	18.9	TBC

Discovery Sport 5dr SUV £31,575-£42,475 ★★★★½
Seven seats, at home on-road and off-road, plus new-found desirability. **LxWxH** 4599x2069x1724 **Kerb weight** 1732kg

2.0 D150	148	121	10.5	42.0-47.8	TBC
2.0 D150 AWD	148	118	10.7	38.0-40.9	TBC
2.0 D180	178	126	9.1	37.3-40.4	TBC
2.0 D240	238	137	7.2	36.6-39.6	TBC
2.0 P200	198	129	8.5	28.5-30.8	TBC
2.0 P250	247	140	7.1	28.4-30.5	TBC

Discovery 5dr SUV £47,745-£57,360 ★★★★½
The country bumpkin given elocution lessons without losing its rugged capabilities. **LxWxH** 4970x2073x1888 **Kerb weight** 2115kg

2.0 SD4	234	121	8.0	TBC	TBC
3.0 V6 Td6	251	130	7.7	TBC	TBC
2.0 Si4	295	125	7.3	TBC	TBC

LEXUS

CT 5dr hatch £25,150-£31,250 ★★★★☆
Hybrid-only hatch has a pokey cabin and mismatched character traits. **LxWxH** 4350x1765x1445 **Kerb weight** 1465kg

1.8 VVT-i CT200h	134	112	10.3	53.2-54.3	TBC

ES 4dr saloon £35,150-£45,650 ★★★½☆
Gatecrashes the German-controlled saloon market in a way the GS could never manage. **LxWxH** 4975x1865x1445 **Kerb weight** 1680kg

2.5 VVT-i ES300h	218	112	8.9	48.7-53.2	TBC

IS 4dr saloon £31,895-£40,995 ★★★½☆
Sleek compact executive car is well-made and interesting but still a left-field choice. **LxWxH** 4680x1810x1430 **Kerb weight** 1620kg

2.5 VVT-i IS300h	220	125	8.3	44.1-50.0	TBC

LS 4dr saloon £73,270-£98,670 ★★★½☆
Luxury saloon gets more tech and opulence but is let down by its hybrid powertrain. **LxWxH** 5235x1900x1460 **Kerb weight** 2270kg

3.5 V6 VVT-i LS500h	348	155	5.4	35.7-36.2	TBC

RC 2dr coupé £39,145-£69,690 ★★★½☆
An also-ran, but the V8 RC F packs plenty of character and handles well enough. **LxWxH** 4695x1840x1395 **Kerb weight** 1736kg

2.5 VVT-i RC300h	220	118	8.6	40.9-45.5	TBC
5.0 V8 RC F	470	168	4.5	25.0	TBC

LC 2dr coupé £76,595-£91,995 ★★★★☆
Superb-looking coupé shows flickers of what made the LFA great. **LxWxH** 4770x1920x1345 **Kerb weight** 1935kg

5.0 V8 LC500	470	168	4.4	24.4	TBC
3.5 V6 LC500h	354	155	4.7	34.8	TBC

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)

NX 5dr SUV £35,950-£45,500 ★★★☆☆
Some good ideas, but dramatically off the pace to drive. **LxWxH** 4630x1845x1645 **Kerb weight** 1905kg

2.5 VVT-I NX300h 4WD	194	112	9.2	35.7-37.1	TBC

RX 5dr SUV £49,700-£61,700 ★★★½☆
Low flexibility, but hybrid option makes a degree of economic sense. **LxWxH** 4890x1895x1690 **Kerb weight** 2100kg

3.5 V6 RX450h	308	124	7.7	35.3-37.1	120-127

UX 5dr SUV £29,905-£40,355 ★★★½☆
Refreshingly different premium SUV is a credible, if not class-leading, alternative. **LxWxH** 4495x1840x1520 **Kerb weight** 1620kg

2.0 250h	181	110	8.5	46.3-53.3	TBC

LOTUS

Elise 2dr open £41,655- £49,555 ★★★★☆
A delicate, vivid and unfettered drive; if you want a daily driver, shop elsewhere. **LxWxH** 3824x1719x1117 **Kerb weight** 830kg

1.8 VVT-i 220	217	145	4.2	36.7	TBC
1.8 VVT-i 246	242	151	3.8	36.2	TBC

Exige 2dr coupé £62,285-£103,285 ★★★★½
Sharp, uncompromising track car. Unforgiving on the road. **LxWxH** 4084x1802x1129 **Kerb weight** 1125kg

3.5 V6 VVT-i 350	345	162-170	3.8-3.9	28.2	TBC
3.5 V6 VVT-i 380	374	170-178	3.6-3.7	27.7	TBC
3.5 V6 VVT-i 430	428	180	3.2	27.7	TBC

Evora 2dr coupé £88,065 ★★★★☆
Dynamically it puts nearly everything else in the shade. Shame about the interior. **LxWxH** 4084x1802x1129 **Kerb weight** 1395kg

3.5 V6 VVT-i 410	404	174-190	4.1-4.2	25.7-26.7	TBC

MASERATI

Ghibli 4dr saloon £53,415-£57,325 ★★★☆☆
Maser's compact exec has the allure but lacks power and is poorly finished in places. **LxWxH** 4971x1945x1461 **Kerb weight** 1810kg

3.0d V6	271	155	6.3	33.2-35.7	TBC
3.0 V6	345	166	5.5	23.5-24.9	TBC

GranTurismo 2dr coupé £92,230-£107,865 ★★★☆☆
Not short on richness or desirability and well capable of stirring the soul. **LxWxH** 5652x1948x1481 **Kerb weight** 1873kg

4.7 V8	453	185	4.8	TBC	TBC

GranCabrio 2dr open £106,285-£114,330 ★★★☆☆
Fantastic looks and soundtrack but an average chassis overall. **LxWxH** 4971x1945x1461 **Kerb weight** 1973kg

4.7 V8	453	177-179	4.9-5.0	TBC	TBC

Quattroporte 4dr saloon £76,050-£86,675 ★★★☆☆
Now a full-sized executive limo, with some added flair. Off the pace in several key areas. **LxWxH** 5264x1948x1481 **Kerb weight** 1860kg

3.0d V6	271	155	6.4	33.2-35.7	TBC
3.0 V6	339	167	5.1	23.5-24.9	TBC

Levante 4dr SUV £58,315-£72,525 ★★★☆☆
Italian flair and good looks in abundance, but diesel not as sonorous as petrols. **LxWxH** 5003x1968x1679 **Kerb weight** 2109kg

3.0d V6	271	143	6.9	29.1-30.0	189
3.0 V6	339	156	6.0	20.7-22.4	249
3.0 V6 S	424	164	5.2	20.9-22.4	253

MAZDA

2 5dr hatch £13,595-£17,395 ★★★★☆
Grown-up, well-made and drives with charm and vigour; engines aren't brilliant. **LxWxH** 4060x1695x1495 **Kerb weight** 1075kg

1.5 Skyactiv-G 75	74	106	12.1	49.6	TBC
1.5 Skyactiv-G 90	88	110-114	9.4-12.0	49.6	TBC
1.5 Skyactiv-G 115	113	124	8.7	48.7	TBC

3 5dr hatch £20,595-£24,995 ★★★★☆
Pleasing dynamism teamed with good practicality and punchy diesel engines. **LxWxH** 4060x1695x1495 **Kerb weight** 1351kg

2.0 Skyactiv-G 120	118	121	8.9	43.5	TBC
2.0 Skyactiv-G 165	162	130	8.2	37.7	TBC
1.5 Skyactiv-D 105	103	115	11.0	65.7	TBC
2.2 Skyactiv-D 150	148	130	8.1	47.1	TBC

3 Fastback 4dr saloon £20,595-£21,495 ★★★★☆
Refined and dynamically satisfying in a saloon bodystyle. **LxWxH** 4060x1695x1495 **Kerb weight** 1345kg

2.0 Skyactiv-G 120	118	123	8.8	43.5	TBC

6 4dr saloon £23,195-£32,685 ★★★½☆
A compelling mix of size, economy and performance. Interior is a let-down. **LxWxH** 4870x1840x1450 **Kerb weight** 1465kg

2.0 Skyactiv-G 145	143	129	9.5	40.3-42.2	TBC
2.0 Skyactiv-G 165	162	135	9.1	42.2	TBC
2.5 Skyactiv-G 194	191	138	8.1	38.2	TBC
2.2 Skyactiv-D 150	148

CX-5 5dr SUV £24,795–£34,395 ★★★★☆
Offers powerful diesel engines and strong performance, plus a welcoming interior. **LxWxH** 4550x1840x1675 **Kerb weight** 1575kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
2.0 Skyactiv-G 165	162	125	10.3	36.7-38.2	TBC
2.2 Skyactiv-D 150	148	112-127	9.4-10.3	43.5-49.6	TBC
2.2 Skyactiv-D 184	181	129	9.6	39.8-42.8	TBC

MX-5 2dr open £18,995–£25,795 ★★★★★
Brilliantly packaged, priced and perfectly poised but more vibrant than the original. **LxWxH** 3915x1735x1225 **Kerb weight** 1050kg

1.5 Skyactiv-G 132	129	127	8.3	44.1	TBC
2.0 Skyactiv-G 184	181	136	6.5	40.4	TBC

MX-5 RF 2dr open £22,595–£29,195 ★★★★★
Remains perfectly poised and vibrant, even with a folding metal roof. **LxWxH** 3915x1735x1230 **Kerb weight** 1090kg

1.5 Skyactiv-G 132	129	126	8.6	44.1	TBC
2.0 Skyactiv-G 184	181	124-126	7.9-8.7	37.7-40.4	TBC

McLAREN

540C 2dr coupé £126,055 ★★★★☆
The affordable end of McLaren's spectrum isn't any less enthralling to drive. **LxWxH** 4530x2095x1202 **Kerb weight** 1449kg

3.8 V8	533	199	3.5	23.2	276

570S 2dr coupé/open £145,305–£164,750 ★★★★★
Blisteringly fast and exciting supercar-slayer with hugely appealing handling. **LxWxH** 4530x2095x1202 **Kerb weight** 1440kg

3.8 V8	562	204	3.1	23.2	276

570GT 2dr coupé £154,000 ★★★★★
The 570GT retains the lusty, fast appeal of its sister car, even with added practicality. **LxWxH** 4530x2095x1201 **Kerb weight** 1498kg

3.8 V8	562	204	3.3	23.2	276

600LT 2dr coupé £185,500 ★★★★★
Lighter, faster and more athletic than the 570S. McLaren at its very best. **LxWxH** 4604x2095x1191 **Kerb weight** 1356kg

3.8 V8	592	204	2.9	23.2	277

720S 2dr coupé £218,020 ★★★★★
The start of an era for McLaren and what a way to begin it is. **LxWxH** 4543x2059x1196 **Kerb weight** 1419kg

4.0 V8	710	212	2.9	23.2	276

GT 2dr coupé £163,000 ★★★★½
Woking's most user-friendly car to date is still a McLaren first and foremost. **LxWxH** 4683x2095x1213 **Kerb weight** 1530kg

4.0 V8	612	203	3.2	23.7	270

Senna 2dr coupé £750,000 ★★★★★
Astounding circuit performance made superbly accessible. **LxWxH** 4744x2155x1229 **Kerb weight** 1309kg

4.0 V8	789	208	2.8	22.7	280

MERCEDES-BENZ

A-Class 5dr hatch £23,075–£35,580 ★★★★☆
A little bit of luxury in a desirable, hatchback-sized package. **LxWxH** 4419x1992x1440 **Kerb weight** 1445kg

1.3 A180	136	134	9.2	42.2-47.9	TBC
1.3 A200	163	140	8.2	40.9-47.9	TBC
2.0 A220	187	149	6.9	37.7-41.5	TBC
2.0 A220 4Matic	187	146	6.9	35.8-39.8	TBC
2.0 A250	224	155	6.2	37.7-41.5	TBC
2.0 AMG A35 4Matic	302	155	4.7	33.6-35.8	TBC
1.5 A180d	116	126	10.5	53.3-61.4	TBC
2.0 A200d	148	137	8.1	53.3-58.9	TBC
2.0 A220d	187	146	7.0	52.3-57.7	TBC

A-Class Saloon 4dr saloon £26,725–£36,485 ★★★½☆
Larger, more grown-up A-Class adds premium touch to smallest Merc saloon. **LxWxH** 4549x1796x1446 **Kerb weight** 1465kg

1.3 A180	133	134	8.9	42.8-48.7	TBC
1.3 A200	161	143	8.1-8.3	42.8-48.7	TBC
2.0 A220	188	150	7.0	38.2-42.2	TBC
2.0 A220 4Matic	188	147	7.0	36.2-40.9	TBC
2.0 A250	222	155	6.3	38.2-42.2	TBC
2.0 AMG A35	302	155	4.8	32.9-36.7	TBC
1.5 A180d	114	128	10.6	56.5-64.2	TBC

B-Class 5dr hatch £26,975–£32,375 ★★★½☆
A slightly odd prospect, but practical and classy nonetheless. **LxWxH** 4393x1786x1557 **Kerb weight** 1395kg

1.3 B180	136	132	9.0	40.4-47.1	TBC
1.3 B200	163	139	8.2	39.8-46.3	TBC
1.5 B180d	116	124	10.7	51.4-60.1	TBC
2.0 B200d	148	136	8.3	51.4-57.7	TBC
2.0 B220d	187	145	7.2	50.4-56.5	TBC

C-Class 4dr saloon £30,845–£75,733 ★★★★☆
Merc ramps up the richness, but the engines and dynamics aren't refined enough. **LxWxH** 4686x1810x1442 **Kerb weight** 1450kg

1.6 C180	156	140	8.2-8.3	37.7-43.5	TBC
1.5 C200	181	149	7.7	37.7-43.5	TBC
1.5 C200 4Matic	181	145	8.1	35.3-39.8	TBC
2.0 C300	258	155	5.9	35.3-39.8	TBC
3.0 V6 AMG C43 4Matic	385	155	4.7	28.0-29.4	TBC
4.0 V8 AMG C63	469	155	4.1	25.5-25.9	TBC
4.0 V8 AMG C63 S	503	180	4.0	25.5-25.9	TBC
1.6 C200d	158	140	7.9-8.5	48.7-61.4	TBC
2.0 C220d	192	149	6.9	45.6-53.3	TBC
2.0 C220d 4Matic	192	145	6.9	40.9-47.9	TBC
2.0 C300d	241	155	5.9	43.5-49.6	TBC
2.0 C300d 4Matic	241	155	5.8	42.2-47.9	TBC

C-Class Estate 5dr estate £32,045–£79,528 ★★★★☆
Decent practicality and fantastic interior. It's a shame that it's only ordinary to drive. **LxWxH** 4702x1810x1457 **Kerb weight** 1495kg

1.6 C180	156	138-139	8.4-8.5	34.0-42.2	TBC
1.5 C200	181	146	7.9	36.7-40.9	TBC
1.5 C200 4Matic	181	143	8.4	34.5-38.7	TBC
2.0 C300	258	155	6.0	34.5-38.7	TBC
3.0 V6 AMG C43 4Matic	385	155	4.8	27.4-28.8	TBC
4.0 V8 AMG C63	469	155	4.2	25.0-25.5	TBC
4.0 V8 AMG C63 S	503	174	4.1	24.8-25.5	TBC
1.6 C200d	158	137	8.2-8.7	47.1-57.7	TBC
2.0 C220d	192	145	7.0	44.8-51.4	TBC
2.0 C220d 4Matic	192	142	7.4	41.5-46.3	TBC
2.0 C300d	241	155	6.0	42.8-47.9	TBC
2.0 C300d 4Matic	241	155	6.0	41.5-47.1	TBC

C-Class Coupé 2dr coupé £35,285–£78,023 ★★★★☆
Nice balance of style, usability and driver reward. **LxWxH** 4696x1810x1405 **Kerb weight** 1505kg

1.6 C180	156	140	8.5	35.3-42.8	TBC
1.5 C200	181	149	7.9	37.7-42.2	TBC
1.5 C200 4Matic	181	145	8.4	35.3-39.8	TBC
2.0 C300	258	155	6.0	35.8-39.8	TBC
3.0 V6 AMG C43 4Matic	385	155	4.7	28.0-29.4	TBC
4.0 V8 AMG C63	469	155	4.0	25.0-25.5	TBC
4.0 V8 AMG C63 S	503	180	3.9	25.0-25.5	TBC
2.0 C220d	192	149	7.0	46.3-52.3	TBC
2.0 C220d 4Matic	192	145	7.3	42.8-47.9	TBC
2.0 C300d	241	155	6.0	44.1-49.6	TBC
2.0 C300d 4Matic	241	155	6.0	42.8-48.7	TBC

C-Class Cabriolet 2dr open £39,104–£83,036 ★★★★☆
Take all the good bits about the coupé and add the ability to take the roof off. Bingo. **LxWxH** 4686x1810x1409 **Kerb weight** 1645kg

1.6 C180	156	137-138	8.9	33.6-41.5	TBC
1.5 C200	181	146	8.5	36.2-40.4	TBC
1.5 C200 4Matic	181	143	8.8	33.2-38.2	TBC
2.0 C300	258	155	6.2	34.0-37.7	TBC
3.0 V6 AMG C43 4Matic	385	155	4.8	27.4-28.5	TBC
4.0 V8 AMG C63	469	155	4.2	24.6-24.8	TBC
4.0 V8 AMG C63 S	503	174	4.1	24.4-24.8	TBC
2.0 C220d	191	145	7.5	44.8-49.6	TBC
2.0 C220d 4Matic	191	142	7.8	40.9-46.3	TBC
2.0 C300d	242	155	6.3	42.2-47.1	TBC

E-Class 4dr saloon £38,065–£94,725 ★★★★☆
A wee bit pricey, and less sporting than its rivals, but still comfy and luxurious. **LxWxH** 4940x1852x1452 **Kerb weight** 1680kg

2.0 E220d	189	149	7.3	43.5-51.4	TBC
2.0 E220d 4Matic	189	149	7.5	42.8-47.9	TBC
2.0 E300e	329	155	5.5	134.5-156.9	TBC
2.0 E300de	312	155	5.7	176.6-201.8	TBC
3.0 E400d 4Matic	335	155	4.9	37.7-42.8	TBC
3.0 AMG E53 4Matic+	429	155	4.5	29.7-31.4	TBC
4.0 V8 AMG E63 S 4Matic+	594	155	3.4	22.8-23.7	TBC

E-Class Estate 5dr estate £40,065–£96,725 ★★★★☆
Far more practical than its rivals, but pricier and less sporty than those closest to it. **LxWxH** 4933x1852x1475 **Kerb weight** 1780kg

2.0 E220d	189	146	7.7	41.5-47.1	TBC
2.0 E220d 4Matic	189	145	7.8	40.9-44.8	TBC
2.0 E300de	312	155	5.8	166.2-176.6	TBC
3.0 V6 E400d 4Matic	335	155	5.1	37.2-40.9	TBC
2.0 E200	181	144	8.1	31.0-35.3	TBC
3.0 V6 AMG E53 4Matic+	429	155	4.5	29.4-30.7	TBC
4.0 V8 AMG E63 S 4Matic+	594	155	3.5	22.6-23.3	TBC

E-Class Coupé 2dr coupé £41,370–£64,740 ★★★★☆
Big, laid-back four-seat tourer. Borrows looks from the ravishing S-Class Coupé. **LxWxH** 4846x1860x1431 **Kerb weight** 1685kg

2.0 E300	237	155	6.4	31.0	TBC
2.0 E350	295	155	5.9	TBC	TBC
3.0 E450 4Matic	362	155	5.6	29.1-31.4	TBC
3.0 AMG E53 4Matic+	429	155	4.4	30.1-31.4	TBC
2.0 E220d	189	150	7.4	43.5-50.4	TBC
2.0 E220d 4Matic	189	149	7.6	42.2-47.1	TBC
3.0 E400d 4Matic	335	155	5.1	38.2-42.2	TBC

E-Class Cabriolet 2dr open £45,865–£69,235 ★★★★☆
Refined and sophisticated four-seater in the same mould as the S-Class Cabriolet. **LxWxH** 4846x1860x1429 **Kerb weight** 1780kg

2.0 E300	237	155	6.6	30.0	TBC
2.0 E350	295	155	6.1	TBC	TBC
3.0 E450 4Matic	362	155	5.8	28.8-30.7	TBC
3.0 AMG E53 4Matic	429	155	4.5	29.7-30.7	TBC
2.0 E220d	192	147	7.7	42.8-48.7	TBC
2.0 E220d 4Matic	192	145	7.9	41.5-45.6	TBC
3.0 E400d 4Matic	335	155	5.2	37.7-40.9	TBC

S-Class 4dr saloon £75,285–£189,260 ★★★★★
Mercedes has given the S-Class a refresh and an added boost of tech. **LxWxH** 5141x1905x1498 **Kerb weight** 1970kg

3.0 V6 S450 L	389	155	5.1	33.2-26.2	TBC
3.0 V6 S500 L	457	155	4.8	33.2-36.2	TBC
3.0 V6 S560e L	472	155	5.0	104.6-128.4	TBC
4.0 V8 AMG S63	594	155	4.3	23.2-24.4	TBC
6.0 V12 AMG S65	611	155	4.2	18.6	TBC
6.0 V12 S650 Maybach	611	155	4.7	19.5-20.0	TBC
2.9 S350d	282	155	6.0	38.7-44.1	TBC
2.9 S400d	335	155	5.4	38.7-44.1	TBC

S-Class Coupé 2dr coupé £105,875–£190,855 ★★★★☆
More tech and cleaner engines make the opulent luxury tourer more appealing. **LxWxH** 5027x1912x1414 **Kerb weight** 2065kg

4.0 V8 S560	455	155	4.6	26.4-27.7	TBC
4.0 V8 AMG S63	594	155	4.2	24.1-24.6	TBC
6.0 V12 AMG S65	611	155	4.1	18.6	TBC

S-Class Cabriolet 2dr open £117,670–£198,780 ★★★★☆
As above but with the added allure of a retractable fabric roof. **LxWxH** 5027x1912x1420 **Kerb weight** 2150kg

4.0 V8 S560	455	155	4.6	26.4-27.2	TBC
4.0 V8 AMG S63	594	155	4.2	23.7-23.9	TBC
6.0 V12 AMG S65	611	155	4.1	18.6	TBC

CLA Coupé 4dr saloon £30,550–£43,235 ★★★★☆
May use A-Class underpinnings, but engineered to be much sportier to drive. **LxWxH** 4688x1830x1439 **Kerb weight** 1490kg

1.3 CLA180	133	134	9.0	42.8-47.9	TBC
1.3 CLA200	161	142	8.2	42.8-47.9	TBC
2.0 CLA220	188	150	7.0	38.7-42.2	TBC
2.0 CLA220 4Matic	188	147	7.0	36.7-40.4	TBC
2.0 CLA250	222	155	6.3	38.7-42.2	TBC
2.0 AMG CLA35	302	155	4.9	34.9-37.2	TBC
1.5 CLA220d	188	152	7.1	53.3-57.7	TBC

CLA Shooting Brake 5dr estate £28,245–£47,635 ★★★½☆
The most practical of the A-Class range, but it suffers for its challenging styling. **LxWxH** 4640x1777x1435 **Kerb weight** 1430kg

1.6 CLA180	119	130	8.8-9.1	35.8-40.9	TBC
1.6 CLA200	154	140	8.5	35.3-40.9	TBC
2.0 CLA220 4Matic	181	146	7.2	33.6-36.2	TBC
2.0 CLA45 AMG 4Matic	370	155	4.3	29.1-30.1	TBC
2.1 CLA220d	171	142	7.8	43.5-48.7	TBC
2.1 CLA220d 4Matic	171	140	7.8	41.5-45.6	TBC

CLS Coupé 4dr saloon £53,100–£84,120 ★★★★☆
Retains the sleek coupé style and has more tech - without losing its allure. **LxWxH** 4996x1896x1436 **Kerb weight** 1935kg

2.0 CLS350	313	155	6.0	32.1-34.9	TBC
3.0 CLS450 4Matic	356	155	4.8	31.4-34.0	TBC
3.0 V6 AMG CLS 53 4Matic+	429	155	4.5	30.1-31.0	TBC
3.0 CLS350d 4Matic	277	155	5.7	37.7-41.5	TBC
3.0 CLS400d 4Matic	330	155	5.0	37.7-41.5	TBC

SLC 2dr open £32,749–£48,400 ★★★½☆
Another small convertible exhibiting all the charm that a Mercedes should. **LxWxH** 4143x1810x1301 **Kerb weight** 1435kg

1.6 SLC180	152	139-140	7.9-8.1	37.2-42.8	TBC
2.0 SLC200	178	147-149	6.9-7.0	37.2-40.4	TBC
2.0 SLC300	237	155	5.8	35.3-37.2	TBC
3.0 V6 AMG SLC43	356	155	4.7	31.7-32.5	TBC

SL 2dr open £78,345–£119,045 ★★★★½
Big, luxurious drop-top is classier than a royal stud farm. Few feel more special. **LxWxH** 4631x1877x1315 **Kerb weight** 1735kg

3.0 V6 SL400	356	155	4.9	TBC	TBC
4.7 V8 SL500	442	155	4.3	25.9-26.9	TBC
5.5 V8 AMG SL63	568	155-186	4.1	23.2-23.5	TBC

AMG GT 2dr coupé/open £110,645–£178,765 ★★★★☆
Million-dollar looks and a railgun V8, but extremely firm chassis affects its usability. **LxWxH** 4544x1939x1287 **Kerb weight** 1615kg

4.0 V8 GT	462	188-189	4.0	23.0-23.5	TBC
4.0 V8 GT S	507	193	3.8	23.0-23.3	TBC
4.0 V8 GT C	541	196-197	3.7	21.9-22.1	TBC
4.0 V8 GT R	568	198	3.6	22.1	TBC

AMG GT 4-Door Coupé 4dr saloon £121,350–£135,350 ★★★★½
New four-door, four-wheel-drive GT may be a confusing car to contemplate, but it's a deeply impressive one to drive. **LxWxH** 5054x1953x1447 **Kerb weight** 2100kg

4.0 V8 GT63 4Matic+	585	193	3.4	21.4-22.6	TBC
4.0 V8 GT63 S 4Matic+	639	196	3.2	21.4-22.1	TBC

EQC 5dr SUV £65,640 ★★★★½
Brisk, tidy-handling electric SUV has everything needed to do well on UK roads. **LxWxH** 4762x1884x1624 **Kerb weight** 2495kg

400 4Matic	402	112	5.1	TBC	0

GLA 5dr SUV £25,105–£47,960 ★★★½☆
Not the most practical crossover but good looking and very decent to drive. **LxWxH** 4417x1804x1494 **Kerb weight** 1395kg

1.6 GLA180	120	124	8.7-9.0	35.3-40.4	TBC
1.6 GLA200	152	134	8.1-8.4	34.9-39.8	TBC
2.0 GLA250 4Matic	204	143	6.6	32.5-35.8	TBC
2.0 GLA45 AMG 4Matic	370	155	4.4	29.4-30.1	TBC
2.1 GLA200d	132	127	9.1-9.5	42.2-46.3	TBC
2.1 GLA200d 4Matic	132	124	9.1	41.5-45.6	TBC
2.1 GLA220d 4Matic	171	135	7.7	40.4-44.8	TBC

GLC 5dr SUV £37,340–£91,594 ★★★★☆
Not exactly exciting to drive, but does luxury and refinement better than most. **LxWxH** 4656x1890x1639 **Kerb weight** 1735kg

2.0 GLC 250 4Matic	208	138	7.3	28.5-31.7	TBC
3.0 V6 AMG GLC43 4Matic	356	155	4.9	24.8-26.7	TBC
4.0 V8 AMG GLC63 4Matic	462	155	4.0	22.1-23.2	TBC
4.0 V8 AMG GLC63 S 4Matic	495	155	3.8	22.1-22.8	TBC
2.1 GLC 220d 4Matic	168	130	8.3	36.7-41.5	TBC
2.1 GLC 250d 4Matic	198	138	7.6	36.7-42.2	TBC
3.0 GLC 350d 4Matic	255	148	6.2	32.8-36.7	TBC

GLC Coupé 5dr SUV £42,365–£93,989 ★★★★☆
A coupé-shaped SUV destined to be outrun by the X4 - unless you're in an AMG. **LxWxH** 4732x1890x1602 **Kerb weight** 1785kg

2.0 GLC 250 4Matic	211	138	7.3	29.1-31.7	TBC
3.0 V6 AMG GLC43 4Matic	356	155	4.9	25.0-26.9	TBC
4.0 V8 AMG GLC63 4Matic	462	155	4.0	22.4-23.5	TBC
4.0 V8 AMG GLC63 S 4Matic	495	155	3.8	22.4-23.2	TBC
2.1 GLC 220d 4Matic	168	130	8.3	37.7-40.9	TBC
2.1 GLC 250d 4Matic	198	138	7.6	37.7-41.5	TBC
3.0 GLC 350d 4Matic	255	148	6.2	33.6-36.7	TBC

GLE 5dr SUV £55,685–£62,300 ★★★★☆
The ML replacement isn't inspiring to drive but does come with a classy interior. **LxWxH** 4819x2141x1796 **Kerb weight** 2165kg

3.0 V6 GLE 400 4Matic	364	155	5.7	26.2-32.5	TBC
3.0 V6 GLE300d 4Matic	243	149	7.2	33.6-39.2	TBC
3.0 V6 GLE350d 4Matic	272	143	6.9	29.1-36.2	TBC
3.0 V6 GLE400d 4Matic	328	149	5.8	29.4-35.3	TBC

GLE Coupé 5dr SUV £65,030–£102,010 ★★★★☆
Not the prettiest SUV you will ever see, but a decent option against the BMW X6. **LxWxH** 4900x2129x1731 **Kerb weight** 2240kg

3.0 V6 GLE 350d 4Matic	251	140	7.0	TBC	TBC
3.0 V6 AMG GLE43 4Matic	379	155	5.7	23.2-24.1	TBC
5.5 V8 AMG GLE63 S 4Matic	568	155	4.2	18.2-18.7	TBC

G-Class 5dr SUV £94,000–£143,305 ★★★½☆
Massively expensive and compromised, but with character in abundance. **LxWxH** 4764x1867x1954 **Kerb weight** 2550kg

3.0 G350d 4Matic	282	124	7.4	25.2-25.9	TBC
4.0 V8 AMG G63 4Matic	577	137	4.5	18.6-18.8	TBC

GLS 5dr SUV £73,940–£106,870 ★★★½☆
The replacement for the massive GL can still seat seven in comfort. **LxWxH** 5162x1982x1850 **Kerb weight** 2475kg

3.0 V6 GLS 350d 4Matic	251	138	7.8	27.4-29.4	TBC
5.5 V8 AMG GLS63 4Matic	568	155-168	4.6	17.7-18.2	TBC

X-Class 5dr pick-up £35,238–£47,412 ★★★★☆
Lifts the bar on commercial vehicle comfort while retaining tough qualities. **LxWxH** 5340x2113x1819 **Kerb weight** 2234kg

2.3 X220 d	163	105	12.9	TBC	TBC
2.3 X250 d	190	109	11.8	TBC	TBC
3.0 V6 X350 d	285	127	7.9	TBC	TBC

MG

3 5dr hatch £9495–£12,995 ★★★½☆
Neatly tuned and nice sporty styling. Breaks the mould for sub-£9000 superminis. **LxWxH** 4018x1729x1507 **Kerb weight** 1125kg

1.5 VTI-Tech	104	108	10.4	TBC	TBC
1.5 VTi-Tech	104	109	10.9	TBC	TBC
1.0T GDi	109	112	12.4	TBC	TBC
44.5kWh EV	141	87	8.5	TBC	0

MINI

3dr Hatch 3dr hatch £16,190–£29,990 ★★★★½
Three-pot engines and cleverly designed interior make the Mini a superb choice. **LxWxH** 3821x1727x1414 **Kerb weight** 1190kg

1.5 One	101	121	10.1-10.2	43.5-47.9	TBC
1.5 Cooper	134	130	7.8-7.9	43.5-47.9	TBC
2.0 Cooper S	189	145-146	6.7-6.8	38.7-43.5	TBC
2.0 John Cooper Works	227	152	6.1-6.3	38.7-40.4	TBC

5dr Hatch 5dr hatch £16,890–£25,030 ★★★★½
Mini charm in a more usable package, but still not as practical as rivals. **LxWxH** 3982x1727x1425 **Kerb weight** 1240kg

1.5 One	101	119	10.1-10.5	42.8-47.1	TBC
1.5 Cooper	134	129	8.1-8.2	42.2-47.1	TBC
2.0 Cooper S	189	143-144	6.8-6.9	38.2-42.8	TBC

Convertible 2dr open £20,080–£30,625 ★★★½☆
A fun open-top car but compromised on practicality and dynamics. **LxWxH** 3821x1727x1415 **Kerb weight** 1280kg

1.5 Cooper	134	128-129	8.7-8.8	41.5-45.6	TBC
2.0 Cooper S	189	142-143	7.1-7.2	38.7-40.9	TBC
2.0 John Cooper Works	167	149	6.5-6.6	37.2-38.7	TBC

Clubman 5dr hatch £19,995–£27,685 ★★★★☆
Cheery and alternative Mini 'six-door' takes the brand into new territory. **LxWxH** 4253x1800x1441 **Kerb weight** 1375kg

1.5 One	102	115	11.3	39.2-43.5	TBC
1.5 One D	114	119	10.8	56.5-58.9	TBC
1.5 Cooper	134	127	9.1	39.2-43.5	TBC
1.5 Cooper D	148	132	8.5-8.6	50.4-56.5	TBC
2.0 Cooper S	189	142	7.1-7.2	36.7-39.8	TBC

Countryman 5dr hatch £23,385–£33,995 ★★★½☆
Bigger than before, but still more funky than useful. Still not all that pretty, either. **LxWxH** 4299x2005x1557 **Kerb weight** 1440kg

1.5 Cooper	136	124	9.7	37.2-40.9	TBC
1.5 Cooper All4	136	122	10.3	35.3-40.4	TBC
2.0 Cooper S	192	140	7.5-7.6	35.8-38.2	TBC
2.0 Cooper S All4	192	138	7.6	34.4-36.2	TBC
2.0 Cooper D	150	129	9.1	47.9-54.3	TBC
2.0 Cooper D All4	150	127	9.0	46.3-49.6	TBC
1.5 plug-in hybrid	220	123	6.8	88.3-97.4	TBC

MITSUBISHI

Mirage 5dr hatch £11,295–£14,020 ★★★☆☆
A straightforward hatchback - but not for the likes of us. **LxWxH** 3795x1665x1505 **Kerb weight** 845kg

1.1 Mi-VEC	79	107	11.7-12.8	47.9-55.4	TBC

ASX 5dr SUV £19,570–£29,485 ★★★☆☆
Decent engines, but otherwise an unexceptional crossover. **LxWxH** 4355x1770x1640 **Kerb weight** 1260kg

1.6 Mi-VEC	115	114	11.5	37.7	TBC
1.6 DI-D 2WD	112	113	11.2	TBC	TBC
1.6 DI-D 4WD	112	111	11.5	TBC	TBC
2.2 DI-D 4WD	148	118	10.8	TBC	TBC

Eclipse Cross 5dr SUV £21,915–£31,015 ★★★☆☆
Stylish, future-looking mid-sized SUV shows where Mitsubishi's destiny lies. **LxWxH** 4695x1810x1710 **Kerb weight** 1425kg

1.5 Mi-VEC 2WD	160	124-127	9.3-10.3	33.2-37.7	TBC
1.5 Mi-VEC 4WD	160	124	9.8	32.5	TBC

Outlander 5dr SUV £28,220–£46,060 ★★★½☆
Creditable effort, but still cheap in places: PHEV a boon for fleet users. **LxWxH** 4695x1810x1710 **Kerb weight** 1565kg

2.0 Mi-VEC 4WD	148	118	13.3	32.5	TBC
2.2 DI-D 4WD	148	118-124	10.2-11.6	TBC	TBC
2.0 Mi-VEC PHEV	200	106	11.0	139.7	TBC

Shogun Sport 5dr SUV £37,775–£39,775 ★★★☆☆
Has a fitness for purpose that could appeal to those who tow or haul big loads. **LxWxH** 4785x1815x1805 **Kerb weight** 2100kg

2.5 DOHC 4WD	179	112	11.0	TBC	TBC

MORGAN

3 Wheeler 0dr open £39,486 ★★★★★
The eccentric, characterful and brilliant Morgan is a testament to English creativity. **LxWxH** 3225x1720x1000 **Kerb weight** 525kg

2.0 V-twin 68	68	115	7.0	TBC	TBC
2.0 V-twin 82	82	115	6.0	TBC	TBC

4/4 2dr open £40,206 ★★☆☆☆
Has its appeal but not as rewarding to drive as it could be. **LxWxH** 4010x1630x1220 **Kerb weight** 795kg

1.6 i4 Sigma	110	115	8.0	TBC	TBC

Plus 4 2dr open £44,106 ★★½☆☆
Needs more chassis finesse, but the Plus 4 still charms nonetheless. **LxWxH** 4010x1720x1220 **Kerb weight** 927kg

2.0 GDi	154	118	7.5	TBC	TBC

Roadster 2dr open £55,074 ★★☆☆☆
More advanced, but pricey and need

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.5 dCi 110	108	109	11.2	49.6	TBC

Qashqai 5dr SUV £19,995–£31,145 ★★★★½
The defining modern crossover. The Mk2 is better in all areas, hence its popularity. **LxWxH** 4394x1806x1590 **Kerb weight** 1331kg

1.3 DIG-T 140	138	120	10.5	40.1-41.4	TBC
1.3 DIG-T 160	158	123-124	8.9-9.9	40.0-41.4	TBC
1.5 dCi 115	113	112	12.3	51.9-53.7	TBC
1.7 DCI 150	148	119	9.5	46.4-50.2	TBC

X-Trail 5dr SUV £29,930–£37,525 ★★★½☆
There aren't many cheaper ways of owning an SUV. Has a better range of engines, too. **LxWxH** 4640x1820x1710 **Kerb weight** 1505kg

1.6 dCi 130	128	111-116	10.5-11.4	TBC	TBC
1.6 dCi 130 4WD	128	115	11.0	TBC	TBC
1.6 DIG-T 163	160	124	9.7	TBC	TBC
2.0 dCi 177	174	123	9.6	TBC	TBC
2.0 dCi 177 4WD	174	121-126	9.4-10.0	TBC	TBC

370Z 2dr coupé £29,805–£40,305 ★★★½☆
Old-school and profoundly mechanical coupé. The Healey 3000 of today - but meaner. **LxWxH** 4265x1845x1315 **Kerb weight** 1496kg

3.7 V6	323	155	5.3	23.3-23.6	TBC
3.7 V6 Nismo	339	155	5.2	23.2	TBC

GT-R 2dr coupé £81,995–£151,995 ★★★★☆
Monstrously fast Nissan has been tweaked and sharpened. Still a blunt object, though. **LxWxH** 4710x1895x1370 **Kerb weight** 1725kg

3.8 V6	562	196	TBC	20.2	TBC
3.8 V6 Nismo	591	196	TBC	19.6	TBC

NOBLE

M600 2dr coupé £248,000–£287,600 ★★★½☆
Deliciously natural and involving; a bit ergonomically flawed. **LxWxH** TBC **Kerb weight** 1198kg

4.4 V8	662	225	TBC	TBC	TBC

PEUGEOT

iOn 5dr hatch £20,534 ★★½☆☆
Good electric powertrain; looks extremely old hat against better EV rivals. **LxWxH** 3474x1475x1608 **Kerb weight** 1120kg

47kW	62	81	15.9	TBC	0

108 3dr/5dr hatch £9690–£14,985 ★★★½☆
Sister car to the Aygo - and a distant second to most city car rivals. **LxWxH** 3475x1615x1460 **Kerb weight** 840kg

1.0 72	71	100	13.0	53.5-57.3	TBC
1.0 72 2-Tronic	71	100	15.2	51.6-55.0	TBC

208 3dr/5dr hatch £14,900–£18,735 ★★★½☆
A big improvement for Peugeot, if not for the supermini class. **LxWxH** 3475x1615x1460 **Kerb weight** 1065kg

1.2 PureTech 82	79	109-111	12.2-14.5	46.6-51.5	TBC
1.2 PureTech 110	107	118	9.8-9.6	39.1-46.5	TBC
1.5 BlueHDi 100	102	117	10.7	55.6-67.7	TBC

308 5dr hatch £20,000–£29,920 ★★★★½
Classy all-round appeal makes it a serious contender, but rear space is a little tight. **LxWxH** 4253x1804x1457 **Kerb weight** 1190kg

1.2 PureTech 110	107	117	11.1	40.4-47.7	TBC
1.2 PureTech 130	126	128-129	9.1-9.6	41.3-48.9	TBC
1.6 PureTech 225	224	146	7.4	36.9-40.1	TBC
1.6 PureTech 260	259	155	6.0	37.8	TBC
1.6 BlueHDi 100	99	112	12.2	54.9-63.8	TBC
1.5 BlueHDi 130	126	127	9.8	53.2-62.7	TBC
2.0 BlueHDi 180 EAT8	175	140	8.2	45.0-49.4	TBC

308 SW 5dr estate £20,950–£29,330 ★★★★☆
Estate bodystyle enjoys the classy appeal of the hatchback. **LxWxH** 4585x1563x1472 **Kerb weight** 1190kg

1.2 PureTech 110	107	117	11.6	40.4-47.7	TBC
1.2 PureTech 130	126	127	9.5-10.0	41.3-48.9	TBC
1.6 PureTech 225	224	146	7.5	36.9-40.1	TBC
1.5 BlueHDI 100	99	111	12.3	54.9-63.8	TBC
1.5 BlueHDi 130	126	126	10.0	53.2-62.7	TBC
2.0 BlueHDi 180 EAT8	178	139	8.4	45.0-49.4	TBC

508 4dr saloon £25,039–£37,439 ★★★★☆
Stylish and likeable but lacking the polish of more premium rivals. **LxWxH** 4750x1859x1430 **Kerb weight** 1535kg

1.6 PureTech 180	178	143	7.9	38.0-41.8	TBC
1.6 PureTech 225	223	155	7.1	36.3-39.8	TBC
1.5 BlueHDi 130	129	129	9.4-9.7	51.4-59.8	TBC
2.0 BlueHDI 160	158	143	8.4	45.2-51.1	TBC
2.0 BlueHDi 180	174	146	8.0	45.0-50.6	TBC

508 SW 5dr estate £26,845–£40,944 ★★★☆☆
Bodystyle takes the edge off the 508's style yet doesn't fully address practicality. **LxWxH** 4778x1859x1420 **Kerb weight** 1430kg

1.6 PureTech 180	178	140	8.0	38.0-41.8	156
1.6 PureTech 225	223	153	7.4	36.3-39.8	167
1.5 BlueHDI 130	128	129	9.9-10.1	51.4-59.8	128-131
2.0 BlueHDI 160	159	140	8.5	45.2-51.1	149

2008 5dr SUV £17,730–£24,490 ★★★½☆
Efficient and well-mannered but facelift still leaves it short on space and style. **LxWxH** 4159x1829x1556 **Kerb weight** 1045kg

1.2 PureTech 82	79	105	13.5	43.8-46.8	TBC
1.2 PureTech 110	107	117-119	9.9-10.3	39.1-44.8	TBC
1.2 PureTech 130	126	124	9.3	44.4-49.9	TBC
1.6 BlueHDi 100	96	112	11.3	TBC	TBC
1.6 BlueHDi 120	116	119	9.6	52.9-58.2	TBC

3008 5dr SUV £24,575–£36,845 ★★★★☆
Cleverly packaged Peugeot offers just enough SUV DNA to make the difference. **LxWxH** 4447x2098x1624 **Kerb weight** 1250kg

1.2 PureTech 130	126	117	10.5-10.8	36.5-43.6	TBC
1.6 PureTech 180	178	136	8.0	35.2-39.6	TBC
1.5 BlueHDi 130	126	119	9.5	48.0-56.3	TBC
2.0 BlueHDi 180	175	131	8.9	42.3-47.1	TBC

5008 5dr SUV £26,725–£38,995 ★★★★☆
Less MPV, more SUV, and shares its siblings' good looks. Competent to drive, too. **LxWxH** 4641x1844x1640 **Kerb weight** 1511kg

1.2 PureTech 130	126	117	10.4-10.9	36.5-44.2	TBC
1.6 PureTech 180	178	135	8.3	35.2-39.6	TBC
1.5 BlueHDi 130	129	119	10.7	48.0-56.3	TBC
2.0 BlueHDi 180	175	131	9.1	42.3-47.1	TBC

PORSCHE

718 Boxster 2dr open £46,651–£73,405 ★★★★½
Our idea of drop-top heaven. Exceptional to drive, whether cruising or hurrying. **LxWxH** 4379x1801x1280 **Kerb weight** 1335kg

2.0	290	170	4.9-5.1	31.4-33.2	TBC
2.0 T	296	170	4.7-5.3	31.4-32.8	TBC
2.5 S	339	177	4.4-4.6	29.1-30.7	TBC
2.5 GTS	355	180	4.3-4.6	28.5-30.4	TBC
4.0 Spyder	414	187	4.4	25.7	TBC

718 Cayman 2dr coupé £44,790–£75,348 ★★★★★
Scalpel-blade incisiveness, supreme balance and outstanding driver involvement. **LxWxH** 4379x1801x1295 **Kerb weight** 1335kg

2.0	290	170	4.9-5.1	31.4-33.2	TBC
2.0 T	296	170	4.9-5.3	31.4-32.8	TBC
2.5 S	339	177	4.4-4.6	29.1-31.0	TBC
2.5 GTS	355	180	4.3-4.6	28.5-30.7	TBC
4.0 GT4	414	188	4.4	25.7	TBC

911 2dr coupé £82,793–£98,418 ★★★★½
Wider, eighth-generation 911 is still eminently fast, and capable at all speeds. **LxWxH** 4519x1852x1300 **Kerb weight** 1565kg

3.0 Carrera	380	182	4.0	26.6-28.5	TBC
3.0 Carrera 4	380	180	4.0	26.2-28.2	TBC
3.0 Carrera S	444	191	3.5	27.2-28.5	TBC
3.0 Carrera 4S	444	190	3.4	25.7-27.2	TBC

911 Cabriolet 2dr open £92,438–£108,063 ★★★★☆
Fewer compromises than ever, if rewarding only at full attack. **LxWxH** 4519x1852x1297 **Kerb weight** 1585kg

3.0 Carrera	380	180	4.2	26.2-28.0	TBC
3.0 Carrera 4	380	179	4.2	25.9-27.7	TBC
3.0 Carrera S	444	190	3.7	26.4-28.0	TBC
3.0 Carrera 4S	444	188	3.6	25.0-26.6	TBC

Panamera 4dr saloon £72,890–£149,537 ★★★★★
Revamped big saloon is an absolute belter, making it almost the perfect grand tourer. **LxWxH** 5049x1937x1423 **Kerb weight** 1815kg

3.0 V6 4	321	162	5.5-5.6	25.0-26.9	TBC
2.9 V6 4S	428	179	4.4-4.5	TBC	TBC
2.9 V6 E-Hybrid	449	172	4.6-4.7	78.5-85.6	TBC
4.0 V8 GTS	458	181	4.1	22.2-23.5	TBC
4.0 V8 Turbo	533	190	3.8-3.9	22.1-23.0	TBC
4.0 V8 Turbo S E-Hybrid	671	192	3.4-3.5	74.3-80.7	TBC

Panamera Sport Turismo 5dr estate £75,037–£142,279 ★★★★★
The Panamera in a more practical form, and now it's a good-looking beast. **LxWxH** 5049x1937x1428 **Kerb weight** 1880kg

3.0 V6 4	321	160	5.5	24.6-25.6	TBC
2.9 V6 4S	428	177	4.4	TBC	TBC
2.9 V6 E-Hybrid	449	170	4.6	76.3-80.7	TBC
4.0 V8 GTS	458	179	4.1	22.2-23.2	TBC
4.0 V8 Turbo	533	188	3.8	22.1-22.8	TBC
4.0 V8 Turbo S E-Hybrid	671	192	3.4	72.4-74.3	TBC

Taycan 4dr saloon £115,858–£138,826 ★★★★½
First all-electric Porsche shows the rest of the world how it should be done. **LxWxH** 4963x1966x1381 **Kerb weight** 2305g

Turbo	671	161	3.2	TBC	0
Turbo S	751	161	2.8	TBC	0

Macan 5dr SUV £46,913–£68,530 ★★★★½
Spookily good handling makes this a sports utility vehicle in the purest sense. **LxWxH** 4692x1923x1624 **Kerb weight** 1770kg

2.0	243	139	6.7	25.7-28.2	TBC
3.0 V6 S	351	157	5.3	23.9-25.7	TBC
3.0 V6 Turbo	434	167	4.3	23.5-24.8	TBC

Cayenne 5dr SUV £57,195–£123,349 ★★★★½
Refreshed look, improved engines, interior and a better SUV overall. **LxWxH** 4918x1983x1696 **Kerb weight** 1985kg

3.0 V6	335	152	6.2	22.2-24.1	TBC
3.0 V6 E-hybrid	456	157	5.0	60.1-72.4	TBC
2.9 V6 S	428	164	5.2	TBC	TBC
4.0 V8 Turbo	533	177	4.1	20.2-20.8	TBC
4.0 V8 S E-Hybrid	671	183	3.8	52.3-58.9	TBC

Cayenne Coupé 5dr SUV £62,129–£125,946 ★★★★☆
Little different to drive than the standard car but certainly has an appeal all of its own. **LxWxH** 4931x1983x1676 **Kerb weight** 2030kg

3.0 V6	335	150	6.0	22.2-23.9	TBC
3.0 V6 E-Hybrid	456	157	5.1	60.1-70.6	TBC
2.9 V6 S	428	163	5.0	21.9-23.7	TBC
4.0 V8 Turbo	533	177	3.9	20.2-20.8	TBC
4.0 V8 S E-Hybrid	671	183	3.8	52.3-57.6	TBC

RADICAL

RXC GT 2dr open TBC ★★★½☆
Designed for pounding around a track; out of its element on the road. **LxWxH** 4300x1960x1127 **Kerb weight** 1125kg

3.5 V6 400	400	179	2.8	TBC	TBC
3.5 V6 650	650	180	2.7	TBC	TBC

RENAULT

Twizy 2dr hatch £6695–£7995 ★★★½☆
Zany solution to personal mobility is suitably irreverent and impractical. **LxWxH** 2338x1381x1454 **Kerb weight** 474kg

MB L7e	17	50	TBC	TBC	0

Zoe 5dr hatch £18,420–£27,820 ★★★½☆
A far more practical zero-emission solution. Attractive price, too. **LxWxH** 4084x1730x1562 **Kerb weight** 1470kg

5AGEN2	86	84	13.5	TBC	0
5AGEN3	89	84	13.5	TBC	0

Twingo 3dr hatch £10,750–£13,455 ★★★☆☆
Handsome, unusual rear-engined city car but not a class leader. **LxWxH** 3595x1646x1554 **Kerb weight** 865kg

1.0 SCe 70	67	94	14.5	47.9-48.7	TBC
0.9 TCe 90	87	103	10.8	45.6-47.9	TBC

Clio 5dr hatch £13,615–£19,165 ★★★★☆
An attractive,stylish and practical proposition, but cheap in places and feels dated. **LxWxH** 4062x1732x1448 **Kerb weight** 1059kg

0.9 TCe 75	75	110	12.3	46.3-47.1	TBC
0.9 TCe 90	87	112	12.2-13.1	47.1	TBC
1.5 dCi 90	87	109-112	12.0-12.9	56.5-57.6	TBC

Mégane 5dr hatch £17,715–£29,195 ★★★½☆
Stylish and refined but bland. Nothing exceptional. **LxWxH** 4359x1814x1447 **Kerb weight** 1340kg

1.2 TCe 140	138	127	10.6	42.8-45.6	TBC
1.5 Blue dCi 115	113	118	11.1	58.9-62.8	TBC
1.8 RS 280	276	158	5.8	TBC	TBC

Mégane Sport Tourer 5dr estate £18,915–£24,615 ★★★½☆
Stylish and refined estate car is still bland like the hatch. Smaller than its predecessor. **LxWxH** 4626x1814x1457 **Kerb weight** 1409kg

1.2 TCe 140	138	127	9.8	42.2-44.8	TBC
1.5 Blue dCi 115	113	118	11.1	56.5-61.4	TBC

Scenic 5dr MPV £21,715–£26,455 ★★★½☆
Good-looking MPV riding on 20in wheels, but overall a bland car to drive. **LxWxH** 4406x1866x1653 **Kerb weight** 1428kg

1.2 TCe 140	138	121	10.1	40.4-41.5	TBC
1.8 dCi 120	118	TBC	TBC	TBC	TBC

Grand Scenic 5dr MPV £23,515–£28,255 ★★★½☆
Good-looking seven-seat MPV is bland to drive and the third row seats are tight. **LxWxH** 4634x1866x1655 **Kerb weight** 1495kg

1.2 TCe 140	138	118	11.4	39.8-40.9	TBC
1.8 dCi 120	118	120	12.1	TBC	TBC

Captur 5dr SUV £15,725–£22,065 ★★★★☆
Jacked-up Clio is among the better downsized options. Stylish and fluent-riding. **LxWxH** 4122x1778x1566 **Kerb weight** 1184kg

0.9 TCe 90	87	106	13.2	44.1-45.6	TBC
1.3 TCe 130	128	124	10.2	42.8-44.1	TBC
1.3 TCe 150	148	130	9.5	42.8-43.5	TBC
1.5 dCi 90	87	106	13.1	51.3-53.2	TBC

Kadjar 5dr SUV £20,595–£29,995 ★★★★☆
Fine value, practical, decent to drive and good-looking, but the Qashqai is classier. **LxWxH** 4449x1836x1607 **Kerb weight** 1306kg

1.2 TCe 140	138	119	10.1-10.7	41.5-44.1	TBC
1.6 TCe 160	158	127	9.2	42.8	TBC
1.5 dCi 115	112	112-113	11.7-11.9	55.4-60.1	TBC

Koleos 5dr SUV £27,495–£31,495 ★★★½☆
Koleos name returns and is a vast improvement on before, but no class leader. **LxWxH** 4672x2063x1678 **Kerb weight** 1540kg

2.0 dCi 175	169	126	10.7	38.2	TBC
2.0 dCi 175 4WD X-Tronic	169	125	9.5	36.2	TBC

ROLLS-ROYCE

Wraith 2dr coupé £224,823–£280,223 ★★★★½
An intimate and involving Rolls. Not as grand as some, but other traits make it great. **LxWxH** 5285x1947x1507 **Kerb weight** 2360kg

6.6 V12	624	155	4.6	19.8	327

Dawn 2dr open £266,055–£302,655 ★★★★½
Essentially as above, except with a detuned engine and in elegant convertible form. **LxWxH** 5295x1947x1502 **Kerb weight** 2560kg

6.6 V12	563	155	5.0	19.6	330

Ghost 4dr saloon £227,423–£262,823 ★★★★☆
'Affordable' Rolls is a more driver-focused car than the Phantom. Still hugely special. **LxWxH** 5399x1948x1550 **Kerb weight** 2360kg

6.6 V12	563	155	4.9-5.0	19.8-20.0	327-329

Phantom 4dr saloon £362,055 ★★★★★
Phantom takes opulent luxury to a whole level. **LxWxH** 5762x2018x1646 **Kerb weight** 2560kg

6.75 TV12	563	155	5.3-5.4	20.3	318-319

Cullinan 4dr SUV £250,000 ★★★★☆
Big, bold new 4x4 begins the next era for the brand, with a model that convinces. **LxWxH** 5341x2164x1835 **Kerb weight** 2730kg

6.75 TV12	563	155	5.2	18.8	341

SEAT

Mii 5dr hatch £11,900–£12,420 ★★★½☆
Not as desirable or plush as the Up but nearly as good to drive. **LxWxH** 3557x1643x1474 **Kerb weight** 929kg

1.0 60	59	99	14.4	50.4-53.3	TBC
1.0 75	74	106	13.2	49.6-51.4	TBC

Ibiza 5dr hatch £15,495–£21,645 ★★★★½
Reinvigorated Ibiza is more mature and takes the class honours from the Fiesta. **LxWxH** 4059x1780x1444 **Kerb weight** 1091kg

1.0 MPI 80	79	106	14.6	45.6-48.7	TBC
1.0 TSI 95	93	113	10.9	47.9-53.3	TBC
1.0 TSI 115	113	121	9.3	44.1-50.4	TBC
1.6 TDI 95	93	113	7.5	55.4-60.1	TBC

Leon 5dr hatch £18,260–£30,980 ★★★★☆
A creditable effort and a notable improvement in form, with plenty of niche appeal. **LxWxH** 4282x1816x1459 **Kerb weight** 1202kg

1.0 TSI 115	113	121	9.8	46.3-50.4	TBC
1.5 TSI EVO 130	128	126	9.4	42.2-46.3	TBC
1.5 TSI EVO 150	148	134	8.2	40.9-48.7	TBC
2.0 TSI 190	188	142	7.2	38.7-40.4	TBC
2.0 TSI Cupra	288	150	6.0	35.8-38.7	TBC
1.6 TDI 115	113	122	9.8	49.6-55.4	TBC
2.0 TDI 150	148	134	8.4	TBC	TBC

Leon ST 5dr estate £19,255–£34,370 ★★★★☆
Good-looking and responsive hatchback-turned-estate. **LxWxH** 4549x1816x1454 **Kerb weight** 1236kg

1.0 TSI 115	113	122	10.1	45.6-50.4	TBC
1.5 TSI EVO 130	128	129	9.5	41.5-46.3	TBC
1.5 TSI EVO 150	148	134	8.2	40.4-48.7	TBC
2.0 TSI 190	188	144	7.3	38.7-39.8	TBC
2.0 TSI Cupra	288	155	5.2	32.1-33.6	TBC
1.6 TDI 115	113	122	10.6	53.3-55.4	TBC

Arona 5dr SUV £17,145–£25,170 ★★★★☆
Seat's second SUV doesn't disappoint, with it taking charge of the class dynamically. **LxWxH** 4138x1780x1543 **Kerb weight** 1165kg

1.0 TSI 95	93	107	11.2	45.6-48.7	TBC
1.0 TSI 115	113	113	9.8-10.0	44.1-46.3	TBC
1.5 TSI EVO 150	148	127	8.3	44.8-48.7	TBC
1.6 TDI 95	93	107	11.9	49.6-56.5	TBC
1.6 TDI 115	113	115	10.3	50.4-57.6	TBC

Ateca 5dr SUV £21,940–£34,120 ★★★★½
Seat's first SUV is very good. So good, in fact, it's a Qashqai beater. **LxWxH** 4363x1841x1601 **Kerb weight** 1280kg

1.0 EcoTSI 115	113	114	11.0	42.8-42.8	TBC
1.5 TSI EVO 150	148	123	8.6	33.6-41.5	TBC
2.0 TSI 190 4Drive	187	132	7.9	32.5-33.6	TBC
1.6 TDI 115	113	114	11.5	44.1-54.3	TBC
2.0 TDI 150	148	122	9.0	46.3-50.4	TBC
2.0 TDI 190 4Drive	187	132	7.5	TBC	TBC

Alhambra 5dr MPV £27,590–£38,325 ★★★★☆
This cheaper version of the VW Sharan is spacious, versatile and good to drive. **LxWxH** 4854x1904x1730 **Kerb weight** 1755kg

1.4 TSI 150	148	124	9.9	33.2-35.8	TBC
2.0 TDI Ecomotive 150	148	123-124	10.2-10.3	38.7-44.1	TBC

Tarraco 5dr SUV £28,335–£38,055 ★★★★☆
Seat's largest SUV brings a hint of youthful exuberance to a practical category. **LxWxH** 4735x1839x1674 **Kerb weight** 1845kg

1.5 TSI EVO 150	148	125	9.7	35.3-37.2	TBC
2.0 TSI 4Drive 190	188	131	8.0	29.7-31.0	TBC

2.0 TDI 150	148	126	9.8	37.2-47.1	TBC
2.0 TDI 4Drive 150	148	123	9.8	37.2-39.8	TBC
2.0 TDI 4Drive 190	188	130	8.0	37.2-38.2	TBC

SKODA

Citigo 3dr hatch £8890–£11,890 ★★★½☆
A Czech take on the city car is more fun to drive than its plain-Jane exterior suggests. **LxWxH** 3597x1641x1478 **Kerb weight** 854kg

1.0 MPI 60 GreenTech	59	100	13.9	54.3-55.4	115-118
1.0 MPI 75 GreenTech	74	107	13.1	53.3	119-120

Fabia 5dr hatch £12,260–£18,835 ★★★½☆
Comfortable, affordable, easy-to-drive and attractive, but no more so than its rivals. **LxWxH** 4009x1958x1452 **Kerb weight** 1151kg

1.0 MPI 60	58	98	16.6	50.4	127
1.0 MPI 75	73	104	14.9	48.7-49.6	128-130
1.0 TSI 95	94	114	10.8	50.4-51.3	124-127
1.0 TSI 110	108	121	9.6	49.6-51.4	125-128
1.0 TSI 110 DSG	108	120	10.1	47.1-47.9	133-136

Fabia Estate 5dr estate £14,160–£19,070 ★★★★☆
Far more practical, majoring on boot space while doing what a good Skoda should. **LxWxH** 4271x1958x1473 **Kerb weight** 1182kg

1.0 MPI 75	74	105	15.2	49.6	128-130
1.0 TSI 95	94	115	10.9	50.4-51.4	124-128
1.0 TSI 110	108	122	9.7	49.6-51.4	125-129
1.0 TSI 110 DSG	108	121	10.2	47.1-47.9	134-136

Scala 5dr hatch £18,595–£23,315 ★★★★☆
Undercuts rivals on price and ushers in a sharp new design language for Skoda. **LxWxH** 4362x1793x1471 **Kerb weight** 1381kg

1.0 TSI 115	113	125	9.8	44.8-49.6	TBC
1.5 TSI 150	148	136	8.2	40.9-45.6	TBC
1.6 TDI 115	113	124-125	10.1-10.3	49.6-57.7	TBC

Octavia 5dr hatch £18,315–£31,170 ★★★★☆
Does comfort and practicality like no other. Good, frugal engines too. **LxWxH** 4670x1814x1461 **Kerb weight** 1225kg

1.0 TSI 115	113	126	9.6-9.7	45.6-50.4	126-141
1.4 TSI 150	148	136	7.8-7.9	44.1-48.7	132-145
2.0 TSI 190	188	147	7.3	40.9	155-156
2.0 TSI 245 vRS	241	155	6.4	38.2-38.7	165-168
1.6 TDI 115	113	126	9.8	53.3-58.9	126-139
2.0 TDI 150	148	135	8.1	53.3-56.5	132-139
2.0 TDI 184 vRS	182	142-145	7.6-8.1	44.8-50.4	146-164

Octavia Estate 5dr estate £19,515–£31,495 ★★★★☆
Class-leading amount of space and practicality. Comfortable, too. **LxWxH** 4667x1814x1465 **Kerb weight** 1247kg

1.0 TSI 115	113	124-125	9.8	42.8-48.7	131-149
1.5 TSI 150	148	134	7.9-8.0	42.8-46.3	137-149
2.0 TSI 190	188	143	7.4	35.3-39.8	160-182
2.0 TSI 245 vRS	241	155	6.5	37.1-38.2	168-172
1.6 TDI 115	113	124-125	9.8-9.9	51.4-56.5	131-144
2.0 TDI 150	148	132-134	8.2-8.3	52.8-53.3	140-149
2.0 TDI 150 4x4	148	130	8.1	47.9-51.4	143-153
2.0 TDI 150 4x4 Scout	148	129	8.8	44.8	164
2.0 TDI 184 vRS	182	135-140	7.7-8.2	43.5-49.6	151-170

Superb 5dr hatch £23,905–£38,365 ★★★★☆
Another great Czech value option that's big on quality and space if not on price. **LxWxH** 4861x1864x1468 **Kerb weight** 1340kg

1.5 TSI 150	148	137	8.3-8.5	40.9-45.6	141-157
2.0 TSI 190	188	148	7.7	35.3-38.2	TBC
2.0 TSI 272 4X4	270	155	5.5	32.8	194
1.6 TDI 120	118	128	10.5-10.6	52.3	142
2.0 TDI 150	148	135-137	8.5-8.6	50.4-52.3	140-146
2.0 TDI 190	187	145	8.3	50.4	147
2.0 TDI 190 4X4	187	143	8.0	44.8	166

Superb Estate 5dr estate £25,185–£39,965 ★★★★☆
Even more commendable than above, primarily thanks to its enormous boot. **LxWxH** 4856x1864x1477 **Kerb weight** 1365kg

1.5 TSI 150	148	135	8.4-8.6	39.2-43.5	146-163
2.0 TSI 190	188	142	7.7	35.3-37.7	TBC
2.0 TSI 272 4X4	270	155	5.6	32.5	197-198
1.6 TDI 120	118	127-128	10.6-10.7	49.6	148-150
2.0 TDI 150	148	132-135	8.6-8.8	49.6-52.3	142-150
2.0 TDI 190	187	TBC	TBC	48.7	151-152
2.0 TDI 190 4X4	187	142	7.4	43.5	170-171

Kamiq 5dr SUV £17,700–£25,130 ★★★½☆
Skoda's supermini platform has birthed a practical but predictable compact crossover. **LxWxH** 4241x1793x1553 **Kerb weight** 1251kg

GREATEST ROAD TESTS OF ALL TIME

CITROEN DS 19 — TESTED 19.4.63

Out-of-this-world styling and unique mechanicals set the Citroën DS apart from everything else when it arrived in 1955. We look back at our drive in the 19 version.

With only minor styling changes after eight years, the design of the DS was still a sensation in 1963. A healthy dose of Citroën's traditional quirkiness mated to engineering innovation meant it was a composed and fluid package.

The clever self-levelling hydropneumatic suspension endowed the DS with an ability to absorb all but the harshest of imperfections in the surface beneath, with our road test at the time likening it to "how cloud-flying would feel".

Power delivery didn't match the ride quality, though, and the 1.9-litre engine was criticised for its poor spread of torque. Hard acceleration transmitted harsh vibrations into the cabin and, with the basic design of the engine unchanged since its introduction 30 years earlier, it was now at the limit of its development.

The front tyres weren't troubled, due to the shortage of power. But with 66% of its mass concentrated at the front, the DS still resisted understeer, even though the abrupt initial response of its power steering reduced finesse at the helm.

FOR Hydropneumatic suspension, excellent ride
AGAINST Performance, difficult in town, heavy steering

FACTFILE

Price £1568 **Engine** 4 cyls in line, 1911cc, petrol **Power** 83bhp at 4500rpm **Torque** 105lb ft at 3500rpm **0-62mph** 21.2sec **0-100mph** na **Standing quarter mile** na **50-0mph** na **60-0mph** na **70-0mph** na **Top speed** 98mph **Economy** 24.1 mpg

WHAT HAPPENED NEXT...

From 1965, buyers could choose the luxury upgrade spec, Pallas, which included improved noise reduction and optional leather upholstery. A restyled DS came in 1967, with the headlights receiving most of the attention; the result was the classic swivelling light design whereby the inner bulbs move in conjunction with the steering wheel, allowing the driver to 'see around turns'.

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
SMART					
Fortwo 3dr hatch/open £21,195–£23,930 ★★★☆☆ — Pricey, EV-only two-seater has urban appeal but is short on performance. **LxWxH** 2695x1663x1555 **Kerb weight** 1085kg					
Electric Drive	79	81	11.5-11.8	TBC	0
Forfour 5dr hatch £21,690–£22,285 ★★★☆☆ — Four doors give the Smart more mainstream practicality. Still expensive, though. **LxWxH** 3495x1665x1554 **Kerb weight** 1200kg					
Electric Drive	79	81	12.7	TBC	0
SSANGYONG					
Tivoli 5dr SUV £14,495–£21,495 ★★★½☆ — Trails the Duster as the best-value small crossover - but not by much. **LxWxH** 4195x1795x1590 **Kerb weight** 1270kg					
1.6 128	126	99-106	11.0-12.0	35.3-38.2	TBC
1.6d 115	113	107-109	12.0	45.3-54.3	TBC
Tivoli XLV 5dr SUV £19,745–£22,245 ★★★½☆ — Now grown in size for more practicality but that doesn't increase the Tivoli's appeal. **LxWxH** 4440x1798x1635 **Kerb weight** 1405kg					
1.6 128	126	99-106	11.0-12.0	34.9-37.2	TBC
1.6d 115	113	107-109	12.0	42.8-51.4	TBC
Korando 5dr SUV £19,995–£31,995 ★★★☆☆ — Competitive towing capabilities and generous kit, but still lacks dynamics. **LxWxH** 4450x1870x1629 **Kerb weight** 1610kg					
1.5 GDI-Turbo	161	118-120	12.0	TBC	TBC
1.6L 2WD	133	112	12.0	48.7	TBC
1.6L 4WD	133	112	12.0	43.5	TBC
Musso 5dr SUV £25,131–£35,031 ★★★☆☆ — Practical pick-up has a refined engine and direct steering, but ride needs refinement. **LxWxH** 5095x1950x1840 **Kerb weight** 2155kg					
2.2d 181	178	115-121	12.2	TBC	TBC
Rexton 5dr SUV £28,995–£38,995 ★★★½☆ — A vast improvement. Better on the road but without ditching its agricultural roots. **LxWxH** 4850x1960x1825 **Kerb weight** 2102kg					
2.2d 181	178	115	11.3-11.9	TBC	TBC
Turismo 5dr MPV £21,495–£27,995 ★★★☆☆ — Incredibly ungainly but offers huge real estate for the money. **LxWxH** 5130x1915x1850 **Kerb weight** 2115kg					
2.2d 178	175	108-116	TBC	TBC	TBC
SUBARU					
Impreza 5dr hatch £24,310–£25,010 ★★★☆☆ — Appealing hatchback has been steadily improved but still feels old-fashioned. **LxWxH** 4415x1740x1465 **Kerb weight** 1374kg					
1.6i	112	112	12.4	35.9	TBC
2.0i	153	127	9.8	TBC	TBC
Levorg 5dr estate £30,010 ★★★☆☆ — Impressively practical but only offered with an automatic gearbox and one trim. **LxWxH** 4690x1780x1490 **Kerb weight** 1568kg					
1.6i	167	130	8.9	TBC	TBC
XV 5dr SUV £25,310–£28,510 ★★★☆☆ — No-nonsense crossover doesn't quite make enough sense. **LxWxH** 4450x1780x1615 **Kerb weight** 1355kg					
1.6i	112	109	13.9	35.3	TBC
2.0i	154	120	10.4	TBC	TBC
Forester 5dr estate £30,000–£32,500 ★★★☆☆ — Solid, spacious and wilfully unsexy. A capable 4x4 nonetheless. **LxWxH** 4610x1795x1735 **Kerb weight** 1488kg					
2.0i 150	148	118-119	10.6-11.8	32.2	TBC
Outback 5dr estate £29,995–£33,010 ★★½☆☆ — Acceptable in isolation but no class leader. **LxWxH** 4815x1840x1605 **Kerb weight** 1612kg					
2.5i	172	130	10.2	33.0	TBC
BRZ 2dr coupé £27,025–£28,510 ★★★★★ — The GT86's half-brother looks great in Subaru blue. Cheaper, too. **LxWxH** 4240x1775x1320 **Kerb weight** 1242kg					
2.0i	197	130-140	7.6-8.2	33.3	TBC
SUZUKI					
Celerio 5dr hatch £8999–£10,499 ★★★½☆ — Pleasing to drive, cheap to buy and decent to sit in. No-nonsense and likeable for it. **LxWxH** 3600x1600x1540 **Kerb weight** 835kg					
1.0 K10C Dualjet	66	96	13.0	58.8	TBC
Ignis 5dr hatch £11,849–£14,849 ★★★★☆ — Cute and rugged-looking 4x4 city car capable of tackling roads bereft of asphalt. **LxWxH** 3700x1660x1595 **Kerb weight** 855kg					
1.2 Dualjet	87	106	11.8	52.9	TBC
1.2 Dualjet SHVS	87	106	11.4	54.1	TBC
1.2 Dualjet SHVS 4x4	87	103	11.1	54.1	TBC
Jimny 3dr SUV £15,499–£17,999 ★★★½☆ — Charming 4x4 is capable and affordable but retains its dynamic foibles. **LxWxH** 3645x1645x1725 **Kerb weight** 1135kg					
1.5 VVT	100	90	11.9	32.2-35.8	178-198
Swift 5dr hatch £12,499–£18,499 ★★★½☆ — Given mature looks, more equipment and a hybrid powertrain, but it's no class leader. **LxWxH** 3840x1735x1495 **Kerb weight** 890kg					
1.2 Dualjet	87	111	11.9	55.4	115
1.2 Dualjet SHVS 4x4	87	105	12.6	49.7	128
1.0 Boosterjet	108	118-121	10.0-10.6	49.6-51.8	123-136
1.4 Boosterjet Sport	138	130	8.1	47.1	135
Baleno 5dr hatch £13,249–£16,249 ★★★½☆ — Suzuki's family-sized hatchback makes use of clever little engines. **LxWxH** 3995x1745x1470 **Kerb weight** 920kg					
1.0 Boosterjet	108	118-124	11.0-11.4	46.8-52.4	TBC
Vitara 5dr SUV £16,999–£25,649 ★★★½☆ — Utterly worthy addition to the class drives better than most. **LxWxH** 4175x1775x1610 **Kerb weight** 1075kg					
1.0 Boosterjet	108	111	11.5-12.5	39.4-45.9	139-162
1.4 Boosterjet	136	124	9.5-10.2	36.6-43.6	146-174
S-Cross 5dr SUV £17,499–£26,099 ★★★½☆ — A worthy crossover if not a class leader. Refreshed looks give a lease of life. **LxWxH** 4300x1785x1585 **Kerb weight** 1160kg					
1.0 Boosterjet	108	106-112	11.0-12.4	404-44.9	120-131
1.0 Boosterjet Allgrip	108	109	12.0	39.2	127
1.4 Boosterjet Allgrip	136	124	10.2	37.7-38.8	141
TESLA					
Model S 5dr hatch £82,190–£96,790 ★★★★½ — Large range makes it not only a standout EV but also the future of luxury motoring. **LxWxH** 4978x1963x1445 **Kerb weight** 2108kg					
Long range	602	155	4.1	TBC	0
Performance	602	155	2.4	TBC	0
Model 3 4dr saloon £42,990–£56,490 ★★★★☆ — Lowest-price, biggest-volume Tesla yet arrives in the UK after wooing the US. **LxWxH** 4694x1849x1443 **Kerb weight** 1726kg					
Standard range plus	235	140	5.3	TBC	0
Long range	346	145	4.4	TBC	0
Performance	449	162	3.2	TBC	0
Model X 5dr SUV £87,190–£101,390 ★★★★½ — A genuine luxury seven-seat electric SUV which also has a large range. **LxWxH** 5036x2070x1684 **Kerb weight** 2459kg					
Long range	602	155	4.7	TBC	0
Performance	602	155	2.8	TBC	0
TOYOTA					
Aygo 3dr hatch £9695–£14,595 ★★★☆☆ — Impactful styling does a lot to recommend it, but not as refined nor as practical as some. **LxWxH** 3455x1615x1460 **Kerb weight** 840kg					
1.0 VVT-i	71	99	13.8	45.8-57.7	TBC
Yaris 5dr hatch £13,515–£26,295 ★★★½☆ — Stylish interior but ultimately a scaled-down version of bigger Toyotas. **LxWxH** 3495x1695x1510 **Kerb weight** 975kg					
1.0 VVT-i	67	96	15.3	61.1-61.4	TBC
1.5 VVT-i	108	108	11.0-11.2	54.3-57.6	TBC
1.5 VVT-i Hybrid	71	102	11.8	67.3-76.3	TBC
1.8 VVT-i GRMN	206	143	6.3	TBC	TBC
C-HR 5dr SUV £21,880–£29,170 ★★★★☆ — Coupé-shaped crossover certainly turns heads and impresses on the road. **LxWxH** 4360x1795x1565 **Kerb weight** 1320kg					
1.2 Turbo	112	114-118	10.9-11.1	39.7-41.5	TBC
1.2 Turbo AWD	112	111	11.4	34.0-34.4	TBC
1.8 VVT-i Hybrid	119	105	11.0	55.3-57.6	TBC
Corolla 5dr hatch £21,300–£30,340 ★★★★☆ — Rebranded hatch has rolling refinement, interior ambience and affable handling. **LxWxH** 4370x1790x1435 **Kerb weight** 1340kg					
1.2 VVT-i	114	124	9.3	39.2-44.8	128-132
1.8 VVT-i Hybrid	122	111	10.9	55.3-62.7	76-83
2.0 VVT-i Hybrid	180	111	7.9	50.4-54.2	89
Corolla Sports Tourer 5dr estate £22,575–£30,345 ★★★★☆ — More practical estate bodystyle proves just as capable with hybrid power. **LxWxH** 4650x1790x1435 **Kerb weight** 1440kg					
1.2 VVT-i	114	124	9.6	41.5-44.1	128-132
1.8 VVT-i Hybrid	122	111	11.1	57.6-62.7	76-83
2.0 VVT-i Hybrid	180	111	8.1	53.2	89
RAV4 5dr SUV £29,635–£36,640 ★★★☆☆ — A solid option but ultimately outgunned by Korean competition. **LxWxH** 4605x1845x1675 **Kerb weight** 1605kg					
2.5 Hybrid	194	112	8.4	48.7-50.4	TBC
2.5 Hybrid AWD	194	112	8.4	47.8-48.7	TBC
Land Cruiser 5dr SUV £34,690–£54,040 ★★★½☆ — A real go-anywhere vehicle. Totally rugged and available with seven seats. **LxWxH** 4335x1885x1875 **Kerb weight** 2010kg					
2.8 D-4D	171	109	12.1-12.7	27.4-31.0	TBC
GT86 2dr coupé £27,285–£31,795 ★★★★½ — Almost the most fun you can have on a limited budget. Splendid. **LxWxH** 4240x1775x1320 **Kerb weight** 1247kg					
2.0i	197	130-140	7.6-8.2	32.8-33.2	TBC
GR Supra 2dr coupé £52,695–£54,000 ★★★★☆ — Brings welcome muscle, fun and variety to the affordable sports car class. **LxWxH** 4379x1292x1854 **Kerb weight** 1541kg					
3.0i	335	155	4.3	34.5	TBC
Prius 5dr hatch £24,245–£28,350 ★★★★☆ — Better all round compared with its predecessors. Challenging looks, though. **LxWxH** 4540x1760x1470 **Kerb weight** 1375kg					
1.8 VVT-i Hybrid	120	112	10.6	60.1-61.4	TBC
Prius Plug-in Hybrid 5dr hatch £31,695–£33,895 ★★★★☆ — Plug-in version is clever and appealing. Seems more comfortable in its skin. **LxWxH** 4645x1760x1470 **Kerb weight** 1530kg					
1.8 VVT-i Hybrid	120	101	11.1	235.4	TBC
Prius+ 5dr MPV £27,830–£30,175 ★★★☆☆ — Expensive, old and ugly variant of the Prius, but can carry seven. **LxWxH** 4645x1775x1575 **Kerb weight** 1500kg					
1.8 VVT-i Hybrid	132	103	11.3	47.0-48.7	TBC
VAUXHALL					
Adam 3dr hatch £13,850–£15,700 ★★★☆☆ — Certainly looks the part, but there are better superminis ahead of it. **LxWxH** 3698x1720x1484 **Kerb weight** 1101kg					
1.2i 70	69	103	14.9	43.5-44.1	TBC
Corsa 3dr/5dr hatch £11,730–£19,735 ★★★½☆ — Refined, stylish and practical, but its engines aren't so good. **LxWxH** 4021x1736x1479 **Kerb weight** 1141kg					
1.4i 75	74	101	15.5	42.2-43.5	TBC
1.4i 90	88	109	13.2	38.2-42.8	TBC
1.4i Turbo 100	98	115	11.0	42.8-43.5	TBC
1.4i Turbo 150	148	129	8.9	40.4-42.2	TBC
Astra 5dr hatch £18,900–£26,030 ★★★★☆ — Good handling and nice engines, but its working-class roots still show through. **LxWxH** 4370x1809x1485 **Kerb weight** 1244kg					
1.0i Turbo 105	103	121	10.5	45.6-47.9	TBC
1.4i Turbo 125	123	127	8.6	43.5-45.6	TBC
1.4i Turbo 150	148	134	7.8	38.2-44.1	TBC
1.6 CDTi 110	108	124	10.2	55.4-58.9	TBC
1.6 CDTi 136	134	127	9.0	48.7-57.6	TBC
Astra Sports Tourer 5dr estate £20,350–£24,680 ★★★★☆ — More composed and practical than the hatchback. **LxWxH** 4702x1809x1510 **Kerb weight** 1273kg					
1.0i Turbo 105	103	121	11.0	45.6-47.9	TBC
1.4i Turbo 125	123	127	9.0	43.5-45.6	TBC
1.4i Turbo 150	148	134	8.2	37.7-44.1	TBC
1.6 CDTi 110	108	121	10.7	54.3-58.9	TBC
1.6 CDTi 136	134	127	9.5	47.9-57.6	TBC
Insignia Grand Sport 5dr hatch £19,940–£37,620 ★★★★☆ — The good-looking and tech-filled Insignia makes an attractive proposition. **LxWxH** 4897x1863x1455 **Kerb weight** 1714kg					
1.5 Turbo 140	138	130	9.3	42.8-44.1	TBC
1.5 Turbo 165	162	138	8.4	38.7-44.1	TBC
1.6 Turbo 200	198	146	7.2	36.7-39.8	TBC
1.6 Turbo D 110	108	127	10.9	55.4-57.6	TBC
1.6 Turbo D 136	134	126-131	9.9-10.2	47.1-54.3	TBC
2.0 Turbo D 170	167	139-140	8.2-8.4	43.5-51.4	TBC
2.0 BiTurbo D 210 4x4	207	144	7.4-7.5	36.7	TBC
Insignia Sports Tourer 5dr estate £21,500–£39,120 ★★★★☆ — The practical version of the Insignia that aims to take the fight to premium rivals. **LxWxH** 4986x1863x1514 **Kerb weight** 1487kg					
1.5 Turbo 140	138	129	9.6	40.9-42.8	TBC
1.5 Turbo 165	162	135	8.6	37.7-42.8	TBC
1.6 Turbo 200	198	144	7.4	36.2-39.2	TBC
1.6 Turbo D 110	108	125	111.1	53.3-55.4	TBC
1.6 Turbo D 136	134	127-132	10.1-10.5	46.3-52.3	TBC
2.0 Turbo D 170	167	137-139	8.4-8.6	42.2-49.6	TBC
2.0 BiTurbo D 210 4x4	207	144	7.4-7.5	36.2-36.7	TBC
Crossland X 5dr SUV £17,710–£23,080 ★★★½☆ — Vauxhall's small SUV is competent enough but lacks any real character. **LxWxH** 4212x1765x1605 **Kerb weight** 1245kg					
1.2i 83	81	105	14.0	42.2-44.1	TBC
1.2i Turbo 110	108	117	10.6	39.8-46.3	TBC
1.2i Turbo 130	128	128	9.1	42.2-44.1	TBC
1.5 Turbo D 102	101	111	9.9	55.4-58.9	TBC
Mokka X 5dr SUV £20,640–£25,840 ★★★½☆ — Compact and competent but lacks any persuasive qualities. **LxWxH** 4275x1780x1658 **Kerb weight** 1394kg					
1.4 Turbo 140	138	119-122	9.3-10.1	34.4-36.7	TBC
1.4 Turbo 140 4x4	138	116	9.3	34.4-39.2	TBC
1.6 CDTi 136	134	117-118	9.3-10.3	43.5-50.4	TBC
Grandland X 5dr SUV £23,410–£34,930 ★★★☆☆ — Does well to disguise its 3008 roots but too bland to stand out in a congested segment. **LxWxH** 4477x1811x1630 **Kerb weight** 1350kg					
1.2 Turbo 130	128	117	10.9-11.1	37.7-42.8	TBC
1.5 Turbo D 130	128	116	11.3	49.6-53.3	TBC
2.0 Turbo D 177	175	133	9.1	42.8-45.6	TBC

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Combo Life 5dr MPV £20,130–£22,230 ★★★½☆
Van-based people carrier is usable, spacious and practical, if not very pretty to look at. **LxWxH** 4403x1841x1921 **Kerb weight** 1430kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.2 Turbo 110	108	109	11.9	38.2-40.9	TBC
1.5 Turbo D 100	99	107	12.7	42.8-47.9	TBC
1.5 Turbo D 130	128	115	10.6	47.1-49.6	TBC

VOLKSWAGEN

Up 3dr/5dr hatch £9825–£23,650 ★★★★☆
It's no revolution, but VW's hallmarks are in abundance. **LxWxH** 3600x1428x1504 **Kerb weight** 926kg

1.0 60	59	100	14.4	53.3-54.3	TBC
1.0 75	74	106	13.2-13.5	51.4-53.3	TBC
1.0 90	88	114	9.9	54.3-55.4	TBC
1.0 115	113	119	8.8	49.6-50.4	TBC
e-Up	81	80	12.4	TBC	0

Polo 5dr hatch £14,330–£23,155 ★★★★☆
A thorough going-over makes it more mature, but the Polo is still a bit boring. **LxWxH** 4053x1946x1461 **Kerb weight** 1105kg

1.0 65	64	102	15.5	47.1-48.7	TBC
1.0 80	78	106	15.4	46.3-48.7	TBC
1.0 TSI 95	93	116	10.8	44.8-52.3	TBC
1.0 TSI 115	113	124	9.5	44.8-49.6	TBC
2.0 TSI GTI 200	197	147	6.7	38.7-39.8	TBC
1.6 TDI 80	79	109	12.9	53.3-55.4	TBC
1.6 TDI 95	93	115	10.8	53.3-55.4	TBC

Golf 3dr/5dr hatch £18,765–£35,635 ★★★★½
Does exactly what everyone expects. Still the king of the family car. **LxWxH** 4258x1790x1492 **Kerb weight** 1206kg

1.0 TSI 85	83	112	11.9	48.7-50.4	TBC
1.0 TSI 115	113	123	9.8	41.5-57.6	TBC
1.5 TSI EVO 130	128	130	9.1	44.1-46.3	TBC
1.5 TSI EVO 150	148	134	8.3	42.2-45.6	TBC
2.0 TSI 245 GTI Performance	241	154-155	6.2	36.7-37.7	TBC
2.0 TSI 300 4Motion R	296	155	4.6-5.1	32.5-32.8	TBC
1.6 TDI 115	113	123	10.2-10.5	50.4-55.4	TBC
2.0 TDI 150	148	133-134	8.6	50.4-52.3	TBC
2.0 TDI 184 GTD	181	143-144	7.4-7.5	48.7-52.3	TBC
e-Golf	134	93	9.6	TBC	0

Golf Estate 5dr estate £21,345–£36,835 ★★★★½
Practical load-lugging estate doesn't erode the well-rounded Golf package. **LxWxH** 4567x1799x1515 **Kerb weight** 1295kg

1.0 TSI 115	108	TBC	TBC	41.5-44.8	TBC
1.5 TSI EVO 130	128	131	9.5	43.5-47.1	TBC
1.5 TSI EVO 150	148	135	8.7	41.5-44.8	TBC
2.0 TSI 300 4Motion R	296	155	4.8	32.5-32.8	TBC
1.6 TDI 115	113	124	10.7	49.6-57.6	TBC
2.0 TDI 150	148	134-135	8.9	50.4-52.3	TBC
2.0 TDI 184 GTD	181	143-144	7.8-7.9	47.9-49.6	TBC

Golf SV 5dr MPV £21,000–£29,320 ★★★★☆
Probably the least appealing member of the Golf family but still resolute. **LxWxH** 4338x2050x1578 **Kerb weight** 1335kg

1.0 TSI 85	83	110	13.0	47.1-47.9	TBC
1.0 TSI 115	113	119	11.3	41.5-43.5	TBC
1.5 TSI EVO 130	128	126	9.6	41.5-45.6	TBC
1.5 TSI EVO 150	148	132	8.8	40.9-42.8	TBC
1.6 TDI 115	113	119	11.0	48.7-55.4	TBC
2.0 TDI 150	148	130	9.2	49.6-52.3	TBC

Passat 4dr saloon £23,495–£33,575 ★★★★☆
Lands blows on rivals with its smart looks, civilised refinement, quality and usability. **LxWxH** 4767x2083x1476 **Kerb weight** 1367kg

1.5 TSI EVO 150	148	135	8.6	43.5-47.1	TBC
1.6 TDI 150	148	135	8.9	49.6-53.3	TBC
2.0 TDI 190	188	146	8.1	49.6-50.4	TBC

Passat Estate 5dr estate £25,095–£35,175 ★★★★☆
All the Passat's redeeming features in spacious, practical estate form. **LxWxH** 4767x2083x1516 **Kerb weight** 1395kg

1.5 TSI EVO 150	148	135	8.6	38.7-44.8	TBC
1.6 TDI 150	148	135	8.9	49.6-53.3	TBC
2.0 TDI 190	188	146	8.1	47.9-51.4	TBC

Arteon 4dr saloon £33,320–£40,425 ★★★½☆
VW's flagship saloon is well-made and luxurious but rather bland to drive. **LxWxH** 4862x1871x1450 **Kerb weight** 1505kg

1.5 TSI EVO 150	148	137	8.9	39.2-40.4	TBC
2.0 TSI 190	187	149	7.5	TBC	TBC
2.0 TSI 272 4Motion	270	155	5.6	32.5-33.2	TBC
2.0 TDI 150	148	137	9.1	49.6-52.3	TBC
2.0 TDI 190	187	148	8.0	48.7-50.4	TBC
2.0 TDI 190 4Motion	187	145	7.8	43.5-44.8	TBC
2.0 BiTDI 240 4Motion	236	152	6.5	TBC	TBC

Touran 5dr MPV £24,045–£30,870 ★★★★☆
Dull overall, but it's a capable MPV, well-made and hugely refined. **LxWxH** 4527x1829x1659 **Kerb weight** 1436kg

1.0 TSI 115	113	119	11.3	39.2-41.5	TBC
1.5 TSI EVO 150	148	130	8.9	37.2-39.8	TBC
1.6 TDI 115	113	118	11.4	47.9-51.4	TBC
2.0 TDI 150	148	128-129	9.3	TBC	TBC

Sharan 5dr MPV £29,115–£39,350 ★★★★½
Full-sized seven-seater offers versatility, space, VW desirability and tidy handling. **LxWxH** 4854x1904x1720 **Kerb weight** 1703kg

1.4 TSI 150	148	123-124	9.9	31.4-35.8	TBC
2.0 TDI 115	113	114	12.6	TBC	TBC
2.0 TDI 150	148	123-124	10.3	39.8-43.5	TBC
2.0 TDI 177	175	132-136	8.9	39.8-40.4	TBC

T-Cross 5dr SUV £16,995–£26,740 ★★★★½
Compact crossover delivers a classy, substantial feel on UK roads. **LxWxH** 4108x1760x1584 **Kerb weight** 1270kg

1.0 TSI 95	93	112	11.5	46.3-47.9	TBC
1.0 TSI 115	113	120	10.2	43.5-45.6	TBC
1.6 TDI 95	93	111	11.9	49.6-53.3	TBC

T-Roc 5dr SUV £19,270–£31,050 ★★★★☆
VW's junior SUV is beguiling and sophisticated. It drives rather well, too. **LxWxH** 4234x1992x1573 **Kerb weight** 1270kg

1.0 TSI 115	113	116	10.1	43.5-44.8	TBC
1.5 TSI EVO 150	148	127	8.3	38.7-42.2	TBC
1.5 TSI EVO 150 4Motion	148	127	8.4	34.0-34.9	TBC
2.0 TSI 190 4Motion	187	134	7.2	34.0-34.4	TBC
1.6 TDI 115	113	116	10.3	49.6-50.4	TBC
2.0 TDI 150	148	124	8.6	48.7-50.4	TBC
2.0 TDI 150 4Motion	148	124	8.7	45.6-46.3	TBC

Tiguan 5dr SUV £23,990–£38,790 ★★★★☆
An improvement on the previous model and will continue to sell by the bucket load. **LxWxH** 4486x1839x1654 **Kerb weight** 1490kg

1.5 TSI EVO 130	128	119	10.2	39.8-40.9	TBC
1.5 TSI EVO 150	148	124	9.2	36.7-38.2	TBC
2.0 TSI 190 4Motion	188	131	7.9	39.2-42.8	TBC
2.0 TSI 230 4Motion	228	142	6.3	29.7-30.4	TBC
2.0 TDI 150	148	125-127	9.3	44.8-47.9	TBC
2.0 TDI 150 4Motion	148	124-125	9.3	39.2-42.2	TBC
2.0 TDI 190 4Motion	187	131	7.9	38.7-39.2	TBC

Tiguan Allspace 5dr SUV £30,095–£41,040 ★★★★☆
Has all the Tiguan's sensibility and refinement, now with the bonus of seven seats. **LxWxH** 4486x1839x1654 **Kerb weight** 1490kg

1.5 TSI EVO 150	148	123	9.5	35.3-35.8	TBC
2.0 TSI 190 4Motion	188	130	7.9	TBC	TBC
2.0 TDI 150	148	124-126	9.8	43.5-44.1	TBC
2.0 TDI 150 4Motion	148	123-124	9.9	38.2-38.7	TBC
2.0 TDI 190 4Motion	187	130	8.6	38.2-38.7	TBC

Touareg 5dr SUV £49,095–£58,295 ★★★★☆
Hints of ritziness and sportiness don't impinge on this functional luxury SUV's appeal. **LxWxH** 4878x2193x1717 **Kerb weight** 1995kg

3.0 V6 TSI 340	335	155	5.9	24.6-25.9	TBC
3.0 V6 TDI 231	228	135	7.5	33.2-34.9	TBC
3.0 V6 TDI 286	282	148	6.1	32.8-34.9	TBC

VOLVO

V40 5dr hatch £23,995–£29,820 ★★★★☆
Not perfect, but handsome, well-packaged, pragmatic and likeable. **LxWxH** 4370x2041x1470 **Kerb weight** 1417kg

2.0 D2	116	118	10.5	47.9-56.5	TBC
2.0 D3	145	130	8.4	47.1-55.4	TBC
2.0 T2	119	118	9.8	38.2-42.8	TBC
2.0 T3	148	130	8.3	37.2-42.8	TBC

V40 Cross Country 5dr hatch £28,070–£29,819 ★★★★☆
Handsome hatchback gets a rugged makeover but loses some of its likeable nature. **LxWxH** 4369x2041x1439 **Kerb weight** 1428kg

2.0 D3	145	118	8.5	47.9-55.4	TBC
2.0 T3	148	130	8.5	37.2-40.9	TBC

S60 4dr saloon £37,935–£56,105 ★★★★☆
Fresh-faced saloon now sits comfortably among the ranks of its German peers. **LxWxH** 4761x1916x1437 **Kerb weight** 1616kg

2.0 T5	248	145	6.5	35.3-39.8	152-155
2.0 T8 TwinEngine	390	155	4.6	122.8-176.5	42
2.0 T8 Polestar Engineered	399	155	4.4	104.5	48

V60 5dr estate £32,410–£41,460 ★★★★½
Spacious and comfortable, with a characterful, Scandi-cool design. **LxWxH** 4761x1916x1427 **Kerb weight** 1729kg

2.0 D3	147	127	9.5	45.6-55.4	TBC
2.0 D4	187	137	7.6	46.3-55.4	TBC
2.0 T5	246	145	6.7	34.0-38.7	TBC

V60 Cross Country 5dr estate £38,270 ★★★★☆
Brings extra ride height, all-wheel drive and off-road body cladding. **LxWxH** 4784x1916x1499 **Kerb weight** 1792kg

2.0 D4	187	130	8.2	42.8-47.9	TBC

S90 4dr saloon £36,120–£58,555 ★★★★☆
Volvo's mid-sized exec majors on comfort, style and cruising ability. **LxWxH** 4963x2019x1443 **Kerb weight** 1665kg

2.0 T4	185	130	8.7	33.2-37.7	TBC
2.0 T5	248	140	6.8	33.2-37.7	TBC
2.0 D4	185	140	8.2	43.5-50.4	TBC
2.0 D5 PowerPulse AWD	228	145	7.0	39.2-43.5	TBC
2.0 T8 Twin Engine AWD	310	155	4.8	97.4-117.7	TBC

V90 5dr estate £38,120–£60,555 ★★★★☆
luxury estate takes on the 5 Series and the E-Class. Comfy and a good cruiser. **LxWxH** 4936x2019x1475 **Kerb weight** 1679kg

2.0 T4	185	130	8.9	33.2-37.7	TBC
2.0 T5	248	140	6.7	33.2-37.7	TBC
2.0 D4	185	140	8.5	43.5-50.4	TBC
2.0 D5 PowerPulse AWD	228	145	7.2	39.2-43.5	TBC
2.0 T8 Twin Engine AWD	310	155	4.8	97.4-117.7	TBC

V90 Cross Country 5dr estate £43,020–£57,935 ★★★★☆
Volvo's large comfy estate given a jacked-up, rugged makeover. **LxWxH** 4936x2019x1543 **Kerb weight** 1826kg

2.0 D4 AWD	185	130	8.8	40.4-43.5	TBC
2.0 D5 PowerPulse AWD	228	140	7.5	38.2-40.9	TBC
2.0 T5 AWD	250	140	7.4	30.4-32.5	TBC
2.0 T6 AWD	310	140	6.3	30.4-32.5	TBC

XC40 5dr SUV £29,910–£38,020 ★★★★☆
Volvo's take on the crossover aims to rival BMW, Mercedes and Audi. **LxWxH** 4425x1910x1658 **Kerb weight** 1626kg

T3	152	124	9.4	36.7-39.8	TBC
T4 AWD	185	130	8.5	32.8-35.3	TBC
T5 AWD	243	140	6.5	31.0-34.0	TBC
D3	145	124	9.8	44.1-51.4	TBC
D3 AWD	145	124	7.5	42.8-44.8	TBC
D4 AWD	185	130	7.9	39.8-44.1	TBC

XC60 5dr SUV £38,320–£60,670 ★★★½☆
Looks like a small XC90 and carries on where the old one left off. A good, capable cruiser. **LxWxH** 4688x1999x1658 **Kerb weight** 1781kg

2.0 D4 AWD	185	127	8.4	36.7-44.8	TBC
2.0 D5 PowerPulse AWD	228	137	7.2	35.3-40.4	TBC
2.0 T5 AWD	247	137	6.8	30.1-34.0	TBC
2.0 T8 Twin Engine	310	140	5.3	83.1-100.9	TBC

XC90 5dr SUV £51,860–£72,795 ★★★★☆
Clever packaging, smart styling, good to drive: Volvo's closest thing to a class-leader. **LxWxH** 4950x2008x1776 **Kerb weight** 1961kg

2.0 D5 PowerPulse AWD	228	137	7.8	34.0-36.7	TBC
2.0 T5 AWD	250	134	7.9	26.9-30.4	TBC
2.0 T6 AWD	310	143	6.5	26.2-28.8	TBC
2.0 T8 Twin Engine	310	140	5.6	74.3-83.1	TBC

VUHL

05 0dr open £59,995–£89,995 ★★★★☆
Mexican track-day special has a pleasingly pragmatic and forgiving chassis. **LxWxH** 3718x1876x1120 **Kerb weight** 725kg

2.0 DOHC Turbo	285	152	3.7	TBC	TBC
2.3 DOHC Turbo RR	385	158	2.7	TBC	TBC

WESTFIELD

Sport 2dr coupé £19,950–£35,800 ★★★★☆
Sport Turbo is very quick and fun but not a patch on the Caterhams. **LxWxH** TBC **Kerb weight** TBC

1.6 Sigma	135	TBC	TBC	TBC	TBC
1.6 Sigma	155	TBC	TBC	TBC	TBC
2.0 Duratec	200	TBC	TBC	TBC	TBC
2.0 Ecoboost	252	TBC	TBC	TBC	TBC

Mega 2dr coupé £14,999–£15,595 ★★★½☆
Mega engines make it rapid, but not as fun as Caterham's R range. **LxWxH** TBC **Kerb weight** TBC

1.3 Suzuki Hyabusa	177	136	3.0	TBC	TBC
2.0 VTEC S2000	240	TBC	TBC	TBC	TBC

ZENOS

E10 0dr coupé £26,995–£39,995 ★★★★½
The latest in a long line of mid-engined British marvels. Expect a dedicated following. **LxWxH** 3800x1870x1130 **Kerb weight** 700kg

2.0 Ecoboost S	250	145	4.0	TBC	TBC
2.3 Ecoboost R	350	155	3.0	TBC	TBC

WHAT'S COMING WHEN

Volvo XC40 Recharge

On sale October, priced from £49,950

Once upon a time, Volvo was a staunchly traditional company focused on making estates for the conservative middle class. Nowadays, it produces cars such as the XC40 Recharge: a cool, stylish and high-tech SUV with a 402bhp electric powertrain and the ability to do 0-62mph in 4.9sec. The Swedish company promises a range of around 250 miles. The Launch Edition model is knocking on the door of £50k, but expect cheaper models to arrive in due course.

FEBRUARY

Audi RS Q8, **Fiat** 500 Mild Hybrid, **Jaguar** F-Type facelift, **Kia** Ceed SW PHEV, Xceed PHEV, **McLaren** 620R, Speedtail, **Mini** Electric, **Peugeot** 3008 PHEV, 508 PHEV, 508 SW PHEV, **Renault** Captur, **Seat** Mii Electric, **Volkswagen** e-Up, Up facelift, Up GTI facelift

MARCH

Alpina B3, **BMW** X5 M, X6 M, **Fiat** Panda Mild Hybrid, **Land Rover** Defender, **Mercedes-AMG** GLE 53, GLE 53 Coupé, **Skoda** Citigo-e iV, **Smart** EQ Forfour facelift, EQ Fortwo facelift, **Uniti** One, **Vauxhall** Corsa-e, **Volkswagen** T-Roc Cabriolet, **Volvo** XC40 PHEV

APRIL

Aston Martin DBX, **Mercedes-AMG** GLA 35, GLB 35, **Mercedes-Benz** GLA, **Polestar** 1, **Porsche** 718 Boxster GTS, 718 Cayman GTS, **Seat** Leon

MAY

Ford Kuga, **Hyundai** i20, i30 facelift, **Land Rover** Discovery Sport PHEV, Range Rover Evoque PHEV, **Mercedes-Maybach** GLS, **Mini** JCW GP, **Skoda** Octavia, **Vauxhall** Insignia facelift

JUNE

Aston Martin Valkyrie, **BMW** M2 CS, M8, **Citroën** C5 Aircross PHEV, **Ferrari** SF90 Stradale, **Honda** E, **Mercedes-AMG** GLS 63

JULY

Aston Martin Vantage Volante, **Chevrolet** Corvette, **Honda** Jazz, **Jaguar** F-Pace facelift, **Jeep** Gladiator, **Lamborghini** Sián FKP 37, **Lexus** LC Convertible, **Mercedes-AMG** GLE 63, GLE 63 Coupé, **Pininfarina** Battista, **Polestar** 2, **Porsche** 911 Turbo, **Volkswagen** Golf GTE, ID 3

AUGUST

Alpina B8, **Audi** A3 Sportback, **Fiat** 500e, **Jaguar** XF facelift, **Jeep** Renegade PHEV, **Honda** Civic Type R facelift, **Lotus** Evija, **Mercedes-AMG** GT R Black Series, **Seat** Ateca facelift, **Volkswagen** Touareg R PHEV

SEPTEMBER

Audi A3 Saloon, Q5 facelift, **Cupra** Leon PHEV, **Jaguar** E-Pace facelift, **Maserati** Ghibli facelift, Levante facelift, Quattroporte facelift, **Mercedes-AMG** GT 73 4-Door Coupé, **Mercedes-Benz** E-Class facelift, **Mitsubishi** Outlander PHEV, **Porsche** 718 Cayman GT4 RS, **Skoda** Octavia PHEV, **Toyota** RAV4 PHEV, Yaris, **Volkswagen** Golf GTD, Golf GTI, Golf R

OCTOBER

Audi A3 E-tron, RS3, S3, **Cupra** Formentor, **DS** saloon, **Ferrari** Roma, **Ford** Mustang Mach-E, **Hyundai** Tucson, **Maserati** sports car, **Mercedes-Benz** CLA PHEV, **Mini** Countryman facelift, **Skoda** Octavia vRS, **Ssangyong** Korando EV, **Subaru** Levorg, **Volvo** XC40 Recharge

NOVEMBER

Alfa Romeo Tonale, **Alpina** XB7, **McLaren** 750LT, **Mercedes-Benz** S-Class, **MG** HS PHEV, **Porsche** Panamera facelift, **Seat** El-Born, **Tesla** Model Y, **Toyota** Corolla GR

DECEMBER

BMW iX3, **Citroën** C4 Cactus EV, **Ford** Puma ST, **McLaren** Elva, **Mercedes-Benz** EQA, **Porsche** 911 GT3, **Rolls-Royce** Ghost, **Tesla** Model S Plaid, **Toyota** GR Yaris, **Wiesmann** sports car

Matt Prior

TESTER'S NOTES

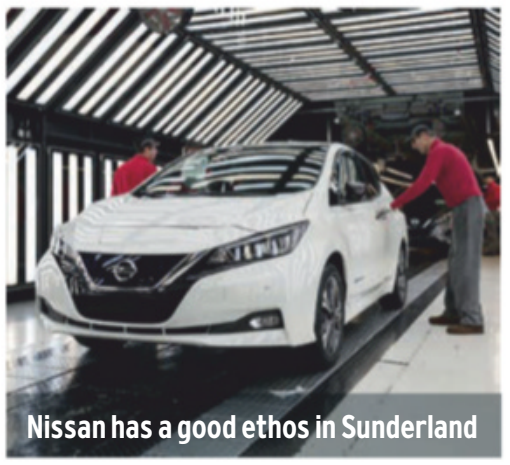
Whales jumped for joy the day petrol stilled Nantucket

Do you know what CASE or MAAS means? I thought the former was a tractor manufacturer and the latter could be anything, to be honest – something about sensors, probably. But I was reminded in a Honda press conference last week that one is 'connected, autonomous, shared, electrified', and the other 'mobility as a service'.

Both are recent industry buzzwords as puzzling as when a mate of mine told me his new company had a 'matrix management structure'. And both are quite a long way from one of my go-to quotes from the past couple of decades, from a senior manager at Nissan's Sunderland plant, who attributed the success there to the following: "Keep your head down; build cars people want."

That, I always figured, was a fairly certain route to success in most things in business. Stay sensible, make things people want to buy, and everything will be dandy.

But it might be getting harder.



Nissan has a good ethos in Sunderland

> "People will still need to get around, but they'll want to do it more easily. More cleanly"

For a start, there are a lot more people making cars – so there are lots of cars people want – and there seems to be some uncertainty about what cars drivers will want over the coming years. And whether 'cars people want' easily tallies with 'cars sufficiently clean to be saleable' – as CAFE (sorry, another one: 'corporate average fuel economy') standards really start to hit across Europe, beginning this year but biting harder in 2021 – is another matter again.

Hence the thinking, in some parts of the industry, that people might start consuming cars in rather different ways from how they have for the past, say, 70 years. It's comfortable to think that the way the industry has been for my lifetime is just the way it'll be for the next 70, but when I think so, I remind myself of Nantucket.

Nantucket used to be known as the whaling capital of the world. In the early 1800s, more than 70 ships were based on this small island in the North Atlantic a few miles off of Massachusetts, from where they'd sail for months on end – as far as the South Pacific – in search of whales to harpoon and kill (as described and imagined in Herman Melville's novel Moby Dick), for oil to light homes.

In its heyday, across New England, 10,000 sailors whaled in an industry that was truly global in its scale. Then petroleum arrived, and that, in fairly short order, was the end of that. Good news for whales, ultimately. (Probably. Quite a lot of plastic to contend with instead these days.) Terrible, at the time, for the whaling ports of New England.

But people's houses were still warm and lit. More easily than ever, in fact. And the idea that you'd stab thousands of whales for fuel is today unthinkable.

So while it's a really comfortable idea, to me – to us? – that if you want to go somewhere, you own a car, that you're probably not doing anything else while you're driving it, and that when you're not using it, it mostly just sits idle, what if one day that is conceived as utterly bonkers? People will still need to get around just like they'll still want warm homes, but they'll want to do it more easily. More cleanly. And electrics – and electronics, and communication – could bring revolution.

The likelihood – and consequences – of making cars people don't want has never been more real.

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ESTABLISHED 1895

The Autocar

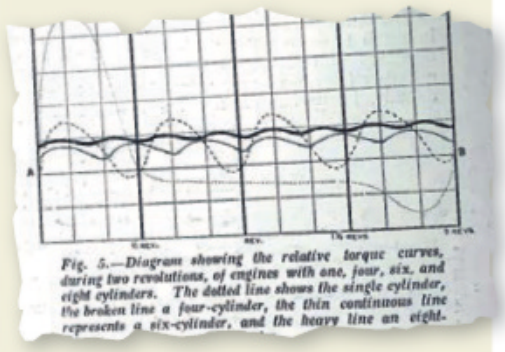

Fig. 5.—Diagram showing the relative torque curves, during two revolutions, of engines with one, four, six, and eight cylinders. The dotted line shows the single cylinder, the broken line a four-cylinder, the thin continuous line represents a six-cylinder, and the heavy line an eight.

The eight-cylinder V engine

3 May 1913

DE DION BOUTON became the first firm to successfully mass-produce an eight-cylinder engine for cars in 1910 and we predicted its popular uptake would start "a new epoch".

This was because it had six big advantages over the four- and six-pot units that were then common.

The best was performance, since the V8 had the flattest (so closest to ideal) torque curve; then size, for it was shorter than a straight six; weight, thanks to smaller parts and a shorter crankshaft, so a better power-to-weight ratio; balance, as crankshaft vibration was far less likely; cooling, because tendency for water pockets to form around the valves was reduced; and finally lubrication, thanks to the shorter oil passages and crankshaft.

We concluded that the V8 looked to be the ideal, given that any 12- or 16-cylinder engine would be larger yet not notably better-performing.

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AUDI R8 V10 » 592+BHP (+DE-LIMIT)
AUDI RS4 / RS5 » 480+ BHP (+DE-LIMIT)
AUDI RS3 / TTRS (8V MK2) » 480+ BHP
AUDI S3 / GOLF R » 378+ BHP (+DE-LIMIT)
AUDI 3.0TDI (ALL MODELS) » 315+ BHP
AUDI 3.0 BI-TDI (ALL MODELS) » 400+ BHP
AUDI Q7 / A8 4.2 TDI » 400+ BHP

BMW
F90 M5 » 750+BHP (+DELIMIT)
M2 COMPETITION » 530BHP (+DE-LIMIT)
M2 » 435BHP (+DE-LIMIT)
M3/M4 » 540+BHP (+DE-LIMIT)
M5/M6 » 730+BHP (+DE-LIMIT)
X5M/X6M » 730+BHP (+DE-LIMIT)
X5M50D/X6M50D » 450+BHP
M140I / 240I / 340I / 440I » 430+BHP
M135I/M235I » 410+BHP
i8 » 415BHP
120I / 220I / 320I / 420I » 275+BHP
118D / 218D / 318D » 225BHP
120D / 220D / 320D / 420D » 40BHP
330I / 430I » 320+BHP
335I / 435I » 410+BHP
330E » 320+BHP
330D / 430D / 530D / 730D » 360BHP
335D / 435D / 535D » 395+BHP
550I / 650I » 555+BHP (+DE-LIMIT)
640D / 740D » 395BHP (+DE-LIMIT)
X530D / X630D » 360BHP

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SL65 BLACK » 720BHP (+DE-LIMIT)
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250 CDI (ALL MODELS) » 260BHP
C300 HYBRID » 285BHP
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991 GT3 3.8 (ALL MODELS) » 490+BHP
991 GT3 RS 4.0 (ALL MODELS) » 525+BHP
997.2 GT3 RS » 480 BHP
997 GT2 RS » 670+ BHP
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997 CARRERA S PDK » 400+ BHP
997 CARRERA GTS » 435 BHP
996 TURBO / GT2 » 600+ BHP
BOXSTER / CAYMAN 718 GTS » 420+BHP
BOXSTER / CAYMAN 718 S » 420+BHP
BOXSTER / CAYMAN 718 » 380+BHP
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BOXSTER / CAYMAN 981 GTS » 375+BHP
BOXSTER / CAYMAN 981 S » 345+BHP
CAYENNE TURBO 4.8 (ALL) » 650+ BHP
CAYENNE 4.2 DIESEL » 450+ BHP
CAYENNE / MACAN 3.0 DIESEL » 318+ BHP
MACAN S » 420+BHP
MACAN GTS » 440+BHP
MACAN TURBO (ALL MODELS) » 480+BHP
PANAMERA TURBO » 600+ BHP
PANAMERA DIESEL » 305+ BHP

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FERRARI CALI T » 680BHP
FERRARI F12 » 780+BHP
FERRARI 430 » 525 BHP
MCLAREN MP4 /650S » 720 BHP
MCLAREN 570/S » 680+BHP
MCLAREN 600LT » 680+BHP
MCLAREN 675LT » 750BHP
MCLAREN 720S » 840+BHP
MCLAREN SENNA » 875+BHP
GALLARDO LP560 » 608+BHP
HURACAN LP610 » 650BHP
AVENTADOR » 750+BHP
BENTLEY 4.0 T V8 » 700+BHP
BENTLEY GT / F-SPUR » 700BHP
GT SPEED / SUPERSPORT » 720+BHP
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